

Appendix R1 Response to Comments

The responses to the comments received on the I-405 Improvement Project Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) are organized as follows. The comments and responses are grouped by type of commenter. The types of commenters are:

- Federal Government Agencies
- State Government Agencies
- Regional Government Agencies
- Local Government Agencies
- Community Groups
- Industry and Business Groups
- Public Comments (received in writing via e-mail, U.S. mail, hand delivery, courier, or other means except for comments received at a public hearing) – Organized alphabetically by last name of the commenter, such that there are 26 separate public comment groups grouped by letter of the alphabet.
- Public Hearing Comments (received at a public hearing either in writing or verbally by the court reporter) – Organized by the four public hearings.

The comments and responses within each group are presented in a section, and the sections are consecutive according to the list above. The first part of each section provides the comments, and the second part provides the responses. Table R1-1 identifies each of the groups and the commenters in that group. For example, the first group is Government (Federal) and the first commenter is the Federal Emergency Management Agency (FEMA).

Each comment is given a unique identifier for the commenter, followed by a serial number for each comment made by the commenter. For example, the first comment of FEMA is GF1-1, with GF1 being the unique identifier for FEMA and “-1” referring to FEMA’s first comment. The page number of the comment is provided in Table R1-1, followed by the page number of the response.

The comment letters and e-mails are presented with the unique identifier of the commenter shown at the top of each page of the comment letter or e-mail. Each comment within the letter is bracketed and shows the serial number of the comment. For example, the FEMA letter shows FEMA’s unique identifier (GF1) at the top of each page. The five comments within FEMA’s letter are each bracketed and identified with a serial number 1 through 5.

The responses are organized in the same order as the comments. The responses show the unique identifier of the commenter followed by the serial number of the comment within the commenter's letter. Comments and responses can be easily related with the identifiers.

An asterisk (*) in Table R1-1 denotes comments received after close of the formal comment period.

After receiving comments from the public and reviewing agencies on the Draft EIR/EIS, Caltrans performed additional analysis as discussed within the responses of this Appendix. Several engineering measures were studied to attempt to reduce impacts. Analyses that showed measures which resulted in unacceptable impacts or conclusions are discussed in this Appendix but were not proposed for the project. However, those that resulted in acceptable conclusions have been proposed as part of the project scope and are discussed in this Appendix and Chapter 2 of the Final EIR/EIS. The responses to comments in this Appendix and design options/variations that were developed as a result of the public comments were also part of the criteria used to identify the Preferred Alternative. The identification of the PA is discussed in the Final EIR/EIS, Summary, Section S.3, and Chapter 2.

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
GOVERNMENT (FEDERAL) COMMENTS				
Federal Emergency Management Agency	GF1-1	R1-GF-1	R1-GF-8	E
	GF1-2	R1-GF-1	R1-GF-8	E
	GF1-3	R1-GF-1	R1-GF-8	E
	GF1-4	R1-GF-1	R1-GF-8	E
	GF1-5	R1-GF-1	R1-GF-8	E
United States Army Corps of Engineers*	GF2-1	R1-GF-2	R1-GF-8	E/T
	GF2-2	R1-GF-2	R1-GF-9	T
	GF2-3	R1-GF-2	R1-GF-9	E/T
	GF2-4	R1-GF-2	R1-GF-9	E/R
	GF2-5	R1-GF-2	R1-GF-10	E
	GF2-6	R1-GF-3	R1-GF-10	E
	GF2-7	R1-GF-3	R1-GF-10	E/T
	GF2-8	R1-GF-3	R1-GF-11	E/T
United States Department of the Interior	GF3-1	R1-GF-4	R1-GF-11	E
United States Environmental Protection Agency	GF4-1	R1-GF-4	R1-GF-11	T
	GF4-2	R1-GF-5	R1-GF-12	T

SUBJECT CODE KEY:

E – Environmental

C – Cultural Resources

D – Design

N – Noise

R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GF4-3	R1-GF-5	R1-GF-12	T
	GF4-4	R1-GF-5	R1-GF-13	T
	GF4-5	R1-GF-5	R1-GF-13	T
	GF4-6	R1-GF-5	R1-GF-13	T/A
	GF4-7	R1-GF-6	R1-GF-13	T
	GF4-8	R1-GF-6	R1-GF-14	T
	GF4-9	R1-GF-6	R1-GF-14	T
	GF4-10	R1-GF-6	R1-GF-15	E
	GF4-11	R1-GF-6	R1-GF-15	T
	GF4-12	R1-GF-6	R1-GF-15	T
	GF4-13	R1-GF-6	R1-GF-16	E
	GF4-14	R1-GF-6	R1-GF-16	T
	GF4-15	R1-GF-6	R1-GF-16	T
	GF4-16	R1-GF-7	R1-GF-16	T
	GF4-17	R1-GF-7	R1-GF-16	T
	GF4-18	R1-GF-7	R1-GF-17	T
	GF4-19	R1-GF-7	R1-GF-17	T
GOVERNMENT (STATE) COMMENTS				
California Department of Fish and Wildlife	GS1-1	R1-GS-1	R1-GS-10	E
California Public Utilities Commission	GS2-1	R1-GS-1	R1-GS-10	D
California Transportation Commission*	GS3-1	R1-GS-2	R1-GS-10	E
	GS3-2	R1-GS-2	R1-GS-11	E
	GS3-3	R1-GS-2	R1-GS-11	E
	GS3-4	R1-GS-2	R1-GS-11	E
	GS3-5	R1-GS-2	R1-GS-11	E
Department of Toxic Substances Control	GS4-1	R1-GS-5	R1-GS-11	H/R
	GS4-2	R1-GS-5	R1-GS-12	H
	GS4-3	R1-GS-5	R1-GS-13	H
	GS4-4	R1-GS-5	R1-GS-13	H
	GS4-5	R1-GS-6	R1-GS-13	H
	GS4-6	R1-GS-6	R1-GS-13	R
	GS4-7	R1-GS-6	R1-GS-14	H
	GS4-8	R1-GS-6	R1-GS-14	H
	GS4-9	R1-GS-6	R1-GS-14	H

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Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Native American Heritage Commission	GS5-1	R1-GS-7	R1-GS-14	C
	GS5-2	R1-GS-7	R1-GS-15	C
	GS5-3	R1-GS-7	R1-GS-15	C
	GS5-4	R1-GS-7	R1-GS-15	C
	GS5-5	R1-GS-7	R1-GS-15	C
GOVERNMENT (REGIONAL) COMMENTS				
Gateway Cities Council of Governments	GR1-1	R1-GR-1	R1-GR-14	T/E
	GR1-2	R1-GR-1	R1-GR-14	T
	GR1-3	R1-GR-1	R1-GR-14	T
	GR1-4	R1-GR-1	R1-GR-15	T
	GR1-5	R1-GR-2	R1-GR-15	E
	GR1-6	R1-GR-2	R1-GR-16	E
	GR1-7	R1-GR-3	R1-GR-17	E
	GR1-8	R1-GR-3	R1-GR-17	E
	GR1-9	R1-GR-3	R1-GR-17	E/R
	GR1-10	R1-GR-3	R1-GR-18	T
	GR1-11	R1-GR-4	R1-GR-18	T
	GR1-12	R1-GR-4	R1-GR-18	T
	GR1-13	R1-GR-4	R1-GR-18	T
	GR1-14	R1-GR-4	R1-GR-20	D
	GR1-15	R1-GR-4	R1-GR-20	E
	GR1-16	R1-GR-4	R1-GR-20	T
	GR1-17	R1-GR-4	R1-GR-20	T
	GR1-18	R1-GR-5	R1-GR-20	T
	GR1-19	R1-GR-5	R1-GR-21	T
	GR1-20	R1-GR-5	R1-GR-22	T
	GR1-21	R1-GR-5	R1-GR-22	T
	GR1-22	R1-GR-5	R1-GR-22	T
	GR1-23	R1-GR-5	R1-GR-22	T
	GR1-24	R1-GR-5	R1-GR-22	E
	GR1-25	R1-GR-6	R1-GR-23	E
	GR1-26	R1-GR-6	R1-GR-23	T
	GR1-27	R1-GR-6	R1-GR-23	T
	GR1-28	R1-GR-6	R1-GR-23	T
	GR1-29	R1-GR-6	R1-GR-23	T

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Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GR1-30	R1-GR-6	R1-GR-23	T
	GR1-31	R1-GR-6	R1-GR-23	T
Orange County Fire Authority	GR2-1	R1-GR-7	R1-GR-23	D
Orange County Sanitation District	GR3-1	R1-GR-7	R1-GR-24	D
	GR3-2	R1-GR-7	R1-GR-24	D/R
	GR3-3	R1-GR-7	R1-GR-24	D
	GR3-4	R1-GR-7	R1-GR-24	D
	GR3-5	R1-GR-7	R1-GR-25	D
	GR3-6	R1-GR-8	R1-GR-25	D
South Coast Air Quality Management District	GR4-1	R1-GR-8	R1-GR-25	A
	GR4-2	R1-GR-8	R1-GR-25	A
	GR4-3	R1-GR-9	R1-GR-25	E
	GR4-4	R1-GR-9	R1-GR-25	T
	GR4-5	R1-GR-9	R1-GR-26	A
	GR4-6	R1-GR-9	R1-GR-26	A
	GR4-7	R1-GR-10	R1-GR-26	A
	GR4-8	R1-GR-10	R1-GR-26	A
	GR4-9	R1-GR-10	R1-GR-26	T
	GR4-10	R1-GR-10	R1-GR-27	T/A
	GR4-11	R1-GR-10	R1-GR-27	E
	GR4-12	R1-GR-10	R1-GR-27	T
	GR4-13	R1-GR-10	R1-GR-27	T
	GR4-14	R1-GR-10	R1-GR-28	T/A
	GR4-15	R1-GR-11	R1-GR-28	T
	GR4-16	R1-GR-11	R1-GR-28	T
	GR4-17	R1-GR-11	R1-GR-28	T/A
	GR4-18	R1-GR-11	R1-GR-28	T
	GR4-19	R1-GR-11	R1-GR-29	T/A
	GR4-20	R1-GR-11	R1-GR-29	A
Southern California Association of Governments	GR5-1	R1-GR-12	R1-GR-29	E
Transportation Corridor Agencies	GR6-1	R1-GR-12	R1-GR-29	E
	GR6-2	R1-GR-12	R1-GR-29	T
	GR6-3	R1-GR-13	R1-GR-30	E
	GR6-4	R1-GR-13	R1-GR-30	D

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Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GR6-5	R1-GR-13	R1-GR-30	D
	GR6-6	R1-GR-13	R1-GR-30	D
GOVERNMENT (LOCAL) COMMENTS				
Costa Mesa, City of	GL1-1	R1-GL-2	R1-GL-299	E
	GL1-2	R1-GL-2	R1-GL-300	E/T/D
	GL1-3	R1-GL-2	R1-GL-301	D
	GL1-4	R1-GL-2	R1-GL-301	N
	GL1-5	R1-GL-2	R1-GL-301	N
	GL1-6	R1-GL-3	R1-GL-302	N
	GL1-7	R1-GL-3	R1-GL-302	N
	GL1-8	R1-GL-3	R1-GL-302	N
	GL1-9	R1-GL-3	R1-GL-303	N
	GL1-10	R1-GL-3	R1-GL-303	T
	GL1-11	R1-GL-3	R1-GL-303	T
	GL1-12	R1-GL-3	R1-GL-304	T
	GL1-13	R1-GL-4	R1-GL-304	T
	GL1-14	R1-GL-4	R1-GL-304	T
	GL1-15	R1-GL-4	R1-GL-305	T
	GL1-16	R1-GL-4	R1-GL-305	T
	GL1-17	R1-GL-4	R1-GL-305	T
	GL1-18	R1-GL-4	R1-GL-305	T
	GL1-19	R1-GL-4	R1-GL-305	N
	GL1-20	R1-GL-5	R1-GL-306	N
	GL1-21	R1-GL-5	R1-GL-306	N
	GL1-22	R1-GL-5	R1-GL-306	N
	GL1-23	R1-GL-5	R1-GL-306	N/R
	GL1-24	R1-GL-5	R1-GL-307	T
	GL1-25	R1-GL-6	R1-GL-307	E
	GL1-26	R1-GL-6	R1-GL-308	E
Costa Mesa, City of*	GL2-1	R1-GL-46	R1-GL-308	E
Cypress, City of	GL3-1	R1-GL-47	R1-GL-308	T
Fountain Valley, City of	GL4-1	R1-GL-48	R1-GL-309	D
	GL4-2	R1-GL-48	R1-GL-309	T
	GL4-3	R1-GL-48	R1-GL-309	T
	GL4-4	R1-GL-48	R1-GL-309	T/R

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Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GL4-5	R1-GL-48	R1-GL-310	T
	GL4-6	R1-GL-48	R1-GL-310	D/R
	GL4-7	R1-GL-48	R1-GL-311	E/R
	GL4-8	R1-GL-48	R1-GL-311	E/R
	GL4-9	R1-GL-48	R1-GL-311	E/R
	GL4-10	R1-GL-48	R1-GL-312	E/R
	GL4-11	R1-GL-49	R1-GL-312	D
	GL4-12	R1-GL-49	R1-GL-312	D/R
	GL4-13	R1-GL-49	R1-GL-312	N
	GL4-14	R1-GL-49	R1-GL-313	N/R
	GL4-15	R1-GL-49	R1-GL-313	N
	GL4-16	R1-GL-49	R1-GL-314	N
	GL4-17	R1-GL-49	R1-GL-314	N
	GL4-18	R1-GL-49	R1-GL-314	N
	GL4-19	R1-GL-49	R1-GL-315	D
	GL4-20	R1-GL-49	R1-GL-315	D/R
	GL4-21	R1-GL-49	R1-GL-315	D
	GL4-22	R1-GL-49	R1-GL-316	D/R
	GL4-23	R1-GL-49	R1-GL-316	D/R
	GL4-24	R1-GL-49	R1-GL-316	D
	GL4-25	R1-GL-50	R1-GL-316	D
	GL4-26	R1-GL-50	R1-GL-316	D
	GL4-27	R1-GL-50	R1-GL-317	V
	GL4-28	R1-GL-50	R1-GL-317	V
	GL4-29	R1-GL-50	R1-GL-317	E
	GL4-30	R1-GL-50	R1-GL-317	D/N
	GL4-31	R1-GL-50	R1-GL-317	E
	GL4-32	R1-GL-50	R1-GL-317	N/R
	GL4-33	R1-GL-50	R1-GL-318	D
	GL4-34	R1-GL-50	R1-GL-318	E
Garden Grove, City of	GL5-1	R1-GL-51	R1-GL-318	E
Huntington Beach, City of	GL6-1	R1-GL-51	R1-GL-318	E
	GL6-2	R1-GL-51	R1-GL-319	E
	GL6-3	R1-GL-51	R1-GL-319	E
	GL6-4	R1-GL-51	R1-GL-319	E/R

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Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GL6-5	R1-GL-51	R1-GL-319	E/R
	GL6-6	R1-GL-51	R1-GL-319	E
	GL6-7	R1-GL-51	R1-GL-319	D
	GL6-8	R1-GL-51	R1-GL-319	E
	GL6-9	R1-GL-52	R1-GL-319	D/R
	GL6-10	R1-GL-52	R1-GL-320	E
	GL6-11	R1-GL-52	R1-GL-320	T
	GL6-12	R1-GL-52	R1-GL-320	E
	GL6-13	R1-GL-52	R1-GL-320	D/R
	GL6-14	R1-GL-52	R1-GL-320	E
Irvine, City of	GL7-1	R1-GL-52	R1-GL-320	T
	GL7-2	R1-GL-52	R1-GL-321	T
La Palma, City of	GL8-1	R1-GL-53	R1-GL-321	E
Los Alamitos, City of	GL9-1	R1-GL-54	R1-GL-321	T
	GL9-2	R1-GL-54	R1-GL-322	E
Los Alamitos Unified School District	GL10-1	R1-GL-55	R1-GL-322	D
Long Beach, City of	GL11-1	R1-GL-55	R1-GL-323	T
Long Beach, City of	GL12-1	R1-GL-56	R1-GL-323	T
	GL12-2	R1-GL-56	R1-GL-323	T
	GL12-3	R1-GL-56	R1-GL-323	T
	GL12-4	R1-GL-56	R1-GL-324	T
	GL12-5	R1-GL-56	R1-GL-324	T
	GL12-6	R1-GL-57	R1-GL-324	T
	GL12-7	R1-GL-57	R1-GL-324	T
	GL12-8	R1-GL-58	R1-GL-324	T
	GL12-9	R1-GL-58	R1-GL-324	T
	GL12-10	R1-GL-58	R1-GL-325	T
	GL12-11	R1-GL-58	R1-GL-325	T
	GL12-12	R1-GL-58	R1-GL-325	T
	GL12-13	R1-GL-58	R1-GL-325	T
	GL12-14	R1-GL-59	R1-GL-325	T
	GL12-15	R1-GL-59	R1-GL-325	T
	GL12-16	R1-GL-59	R1-GL-326	T
	GL12-17	R1-GL-59	R1-GL-326	T
	GL12-18	R1-GL-59	R1-GL-326	T

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Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GL12-19	R1-GL-59	R1-GL-326	T
	GL12-20	R1-GL-59	R1-GL-326	T
	GL12-21	R1-GL-60	R1-GL-326	T
	GL12-22	R1-GL-60	R1-GL-327	T
	GL12-23	R1-GL-60	R1-GL-327	T
	GL12-24	R1-GL-60	R1-GL-327	T
	GL12-25	R1-GL-60	R1-GL-327	T
	GL12-26	R1-GL-61	R1-GL-327	T
	GL12-27	R1-GL-61	R1-GL-327	T
	GL12-28	R1-GL-61	R1-GL-327	T
	GL12-29	R1-GL-61	R1-GL-328	T
	GL12-30	R1-GL-61	R1-GL-328	T
	GL12-31	R1-GL-61	R1-GL-328	T
	GL12-32	R1-GL-61	R1-GL-328	T
	GL12-33	R1-GL-62	R1-GL-328	T
	GL12-34	R1-GL-62	R1-GL-329	T
	GL12-35	R1-GL-63	R1-GL-330	T
	GL12-36	R1-GL-63	R1-GL-330	T
	GL12-37	R1-GL-63	R1-GL-330	T
	GL12-38	R1-GL-63	R1-GL-330	T
Rossmoor Community Services District	GL13-1	R1-GL-65	R1-GL-330	T
	GL13-2	R1-GL-65	R1-GL-331	A/R
	GL13-3	R1-GL-66	R1-GL-331	N
	GL13-4	R1-GL-66	R1-GL-331	E
Seal Beach, City of	GL14-1	R1-GL-76	R1-GL-331	T
	GL14-2	R1-GL-76	R1-GL-332	T
	GL14-3	R1-GL-77	R1-GL-332	E
	GL14-4	R1-GL-78	R1-GL-332	E
	GL14-5	R1-GL-79	R1-GL-333	E
	GL14-6	R1-GL-79	R1-GL-333	E
	GL14-7	R1-GL-79	R1-GL-333	E
	GL14-8	R1-GL-79	R1-GL-333	D
	GL14-9	R1-GL-80	R1-GL-333	E
	GL14-10	R1-GL-80	R1-GL-334	E
	GL14-11	R1-GL-80	R1-GL-334	T

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Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GL14-12	R1-GL-80	R1-GL-334	E
	GL14-13	R1-GL-81	R1-GL-334	E
	GL14-14	R1-GL-81	R1-GL-334	V
	GL14-15	R1-GL-81	R1-GL-334	D
	GL14-16	R1-GL-82	R1-GL-334	D
	GL14-17	R1-GL-82	R1-GL-334	D
	GL14-18	R1-GL-82	R1-GL-334	T
	GL14-19	R1-GL-82	R1-GL-335	E
	GL14-20	R1-GL-82	R1-GL-335	D
	GL14-21	R1-GL-82	R1-GL-335	V
	GL14-22	R1-GL-83	R1-GL-335	E
	GL14-23	R1-GL-83	R1-GL-335	E
	GL14-24	R1-GL-83	R1-GL-335	D
	GL14-25	R1-GL-83	R1-GL-336	D
	GL14-26	R1-GL-83	R1-GL-336	E
	GL14-27	R1-GL-84	R1-GL-336	E/R
	GL14-28	R1-GL-84	R1-GL-336	E/R
	GL14-29	R1-GL-84	R1-GL-336	T
	GL14-30	R1-GL-84	R1-GL-337	E/R
	GL14-31	R1-GL-85	R1-GL-337	E
	GL14-32	R1-GL-85	R1-GL-337	E/R
	GL14-33	R1-GL-85	R1-GL-338	D
	GL14-34	R1-GL-85	R1-GL-338	D/R
	GL14-35	R1-GL-86	R1-GL-338	D
	GL14-36	R1-GL-86	R1-GL-338	E/R
	GL14-37	R1-GL-88	R1-GL-338	H/R
	GL14-38	R1-GL-88	R1-GL-339	H/R
	GL14-39	R1-GL-88	R1-GL-339	E
	GL14-40	R1-GL-88	R1-GL-339	T
	GL14-41	R1-GL-89	R1-GL-339	T
	GL14-42	R1-GL-89	R1-GL-340	D
	GL14-43	R1-GL-89	R1-GL-340	D
	GL14-44	R1-GL-89	R1-GL-340	D
	GL14-45	R1-GL-90	R1-GL-340	T
	GL14-46	R1-GL-90	R1-GL-341	T

SUBJECT CODE KEY:

E – Environmental

C – Cultural Resources

D – Design

N – Noise

R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GL14-47	R1-GL-90	R1-GL-341	T
	GL14-48	R1-GL-90	R1-GL-341	T
	GL14-49	R1-GL-91	R1-GL-342	T
	GL14-50	R1-GL-91	R1-GL-342	T
	GL14-51	R1-GL-92	R1-GL-342	T/E
	GL14-52	R1-GL-93	R1-GL-343	T
	GL14-53	R1-GL-93	R1-GL-343	T
	GL14-54	R1-GL-93	R1-GL-343	E
	GL14-55	R1-GL-93	R1-GL-343	E
	GL14-56	R1-GL-93	R1-GL-343	E
	GL14-57	R1-GL-94	R1-GL-343	E
	GL14-58	R1-GL-94	R1-GL-344	E
	GL14-59	R1-GL-94	R1-GL-344	E
	GL14-60	R1-GL-95	R1-GL-344	E
	GL14-61	R1-GL-95	R1-GL-344	E
	GL14-62	R1-GL-95	R1-GL-344	E
	GL14-63	R1-GL-96	R1-GL-344	E
	GL14-64	R1-GL-96	R1-GL-344	E
	GL14-65	R1-GL-96	R1-GL-345	E
	GL14-66	R1-GL-96	R1-GL-345	E
	GL14-67	R1-GL-96	R1-GL-345	E
	GL14-68	R1-GL-96	R1-GL-345	E
	GL14-69	R1-GL-97	R1-GL-345	T
	GL14-70	R1-GL-98	R1-GL-345	T
	GL14-71	R1-GL-99	R1-GL-346	T
	GL14-72	R1-GL-99	R1-GL-346	T
	GL14-73	R1-GL-99	R1-GL-347	T
	GL14-74	R1-GL-100	R1-GL-347	T
	GL14-75	R1-GL-101	R1-GL-347	A
	GL14-76	R1-GL-102	R1-GL-347	T
	GL14-77	R1-GL-102	R1-GL-347	T
	GL14-78	R1-GL-103	R1-GL-348	T
	GL14-79	R1-GL-103	R1-GL-348	E
	GL14-80	R1-GL-104	R1-GL-348	E
	GL14-81	R1-GL-104	R1-GL-349	E

SUBJECT CODE KEY:

E – Environmental

C – Cultural Resources

D – Design

N – Noise

R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GL14-82	R1-GL-104	R1-GL-349	A
	GL14-83	R1-GL-104	R1-GL-349	T
	GL14-84	R1-GL-104	R1-GL-349	T
	GL14-85	R1-GL-104	R1-GL-350	T
	GL14-86	R1-GL-105	R1-GL-350	T
	GL14-87	R1-GL-105	R1-GL-350	E
	GL14-88	R1-GL-105	R1-GL-351	T
	GL14-89	R1-GL-105	R1-GL-351	T
	GL14-90	R1-GL-105	R1-GL-351	T
	GL14-91	R1-GL-106	R1-GL-351	E/R
	GL14-92	R1-GL-106	R1-GL-351	E
	GL14-93	R1-GL-107	R1-GL-351	E
	GL14-94	R1-GL-108	R1-GL-352	E
	GL14-95	R1-GL-108	R1-GL-352	E
	GL14-96	R1-GL-109	R1-GL-352	T
	GL14-97	R1-GL-110	R1-GL-352	E
	GL14-98	R1-GL-110	R1-GL-352	T
	GL14-99	R1-GL-110	R1-GL-353	T
	GL14-100	R1-GL-110	R1-GL-353	T
	GL14-101	R1-GL-111	R1-GL-353	T
	GL14-102	R1-GL-112	R1-GL-354	T
	GL14-103	R1-GL-112	R1-GL-354	E
	GL14-104	R1-GL-112	R1-GL-355	E
	GL14-105	R1-GL-112	R1-GL-355	E
	GL14-106	R1-GL-112	R1-GL-355	E/R
	GL14-107	R1-GL-113	R1-GL-355	E/R
	GL14-108	R1-GL-113	R1-GL-355	E/R
	GL14-109	R1-GL-113	R1-GL-356	E/R
	GL14-110	R1-GL-113	R1-GL-356	E
	GL14-111	R1-GL-113	R1-GL-356	E
	GL14-112	R1-GL-113	R1-GL-356	E
	GL14-113	R1-GL-113	R1-GL-356	T/D
	GL14-114	R1-GL-114	R1-GL-357	E
	GL14-115	R1-GL-114	R1-GL-357	E
	GL14-116	R1-GL-114	R1-GL-357	E

SUBJECT CODE KEY:

E – Environmental

C – Cultural Resources

D – Design

N – Noise

R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GL14-117	R1-GL-114	R1-GL-357	T
	GL14-118	R1-GL-114	R1-GL-357	T/D
	GL14-119	R1-GL-115	R1-GL-358	T
	GL14-120	R1-GL-115	R1-GL-358	D/R
	GL14-121	R1-GL-115	R1-GL-359	T
	GL14-122	R1-GL-115	R1-GL-359	T
	GL14-123	R1-GL-115	R1-GL-359	T
	GL14-124	R1-GL-115	R1-GL-359	T
	GL14-125	R1-GL-116	R1-GL-359	T
	GL14-126	R1-GL-116	R1-GL-359	T
	GL14-127	R1-GL-116	R1-GL-359	E
	GL14-128	R1-GL-116	R1-GL-359	E
	GL14-129	R1-GL-117	R1-GL-360	T
	GL14-130	R1-GL-117	R1-GL-360	E
	GL14-131	R1-GL-118	R1-GL-360	E
	GL14-132	R1-GL-118	R1-GL-360	E
	GL14-133	R1-GL-119	R1-GL-360	E
	GL14-134	R1-GL-119	R1-GL-360	E
	GL14-135	R1-GL-119	R1-GL-360	E
	GL14-136	R1-GL-120	R1-GL-361	E
	GL14-137	R1-GL-120	R1-GL-361	E
	GL14-138	R1-GL-120	R1-GL-361	T
	GL14-139	R1-GL-120	R1-GL-361	T
	GL14-140	R1-GL-120	R1-GL-361	T
	GL14-141	R1-GL-120	R1-GL-362	T
	GL14-142	R1-GL-121	R1-GL-362	T
	GL14-143	R1-GL-121	R1-GL-362	T
	GL14-144	R1-GL-121	R1-GL-362	T
	GL14-145	R1-GL-121	R1-GL-362	T
	GL14-146	R1-GL-122	R1-GL-362	T
	GL14-147	R1-GL-122	R1-GL-362	T
	GL14-148	R1-GL-122	R1-GL-363	T
	GL14-149	R1-GL-122	R1-GL-363	A
	GL14-150	R1-GL-122	R1-GL-364	E
	GL14-151	R1-GL-123	R1-GL-364	T

SUBJECT CODE KEY:

E – Environmental

C – Cultural Resources

D – Design

N – Noise

R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GL14-152	R1-GL-123	R1-GL-364	E
	GL14-153	R1-GL-123	R1-GL-364	E
	GL14-154	R1-GL-123	R1-GL-364	E
	GL14-155	R1-GL-124	R1-GL-365	T
	GL14-156	R1-GL-124	R1-GL-365	T
	GL14-157	R1-GL-124	R1-GL-365	T
	GL14-158	R1-GL-124	R1-GL-365	T
	GL14-159	R1-GL-125	R1-GL-366	D
	GL14-160	R1-GL-125	R1-GL-366	T
	GL14-161	R1-GL-125	R1-GL-366	E
	GL14-162	R1-GL-125	R1-GL-366	E
	GL14-163	R1-GL-126	R1-GL-366	E
	GL14-164	R1-GL-126	R1-GL-367	E
	GL14-165	R1-GL-126	R1-GL-367	T/D
	GL14-166	R1-GL-127	R1-GL-367	E
	GL14-167	R1-GL-127	R1-GL-367	E
	GL14-168	R1-GL-127	R1-GL-368	T
	GL14-169	R1-GL-128	R1-GL-368	T
	GL14-170	R1-GL-128	R1-GL-368	T
	GL14-171	R1-GL-128	R1-GL-368	T
	GL14-172	R1-GL-129	R1-GL-368	E
	GL14-173	R1-GL-131	R1-GL-368	T
	GL14-174	R1-GL-131	R1-GL-369	T
	GL14-175	R1-GL-131	R1-GL-369	E
	GL14-176	R1-GL-131	R1-GL-369	E
	GL14-177	R1-GL-132	R1-GL-369	T
	GL14-178	R1-GL-133	R1-GL-369	T
	GL14-179	R1-GL-133	R1-GL-369	T
	GL14-180	R1-GL-133	R1-GL-369	T
	GL14-181	R1-GL-134	R1-GL-370	T
	GL14-182	R1-GL-134	R1-GL-370	T
	GL14-183	R1-GL-134	R1-GL-370	T
	GL14-184	R1-GL-134	R1-GL-370	T
	GL14-185	R1-GL-134	R1-GL-370	A
	GL14-186	R1-GL-134	R1-GL-371	T

SUBJECT CODE KEY:

E – Environmental

C – Cultural Resources

D – Design

N – Noise

R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GL14-187	R1-GL-135	R1-GL-371	E
	GL14-188	R1-GL-135	R1-GL-371	T/D
	GL14-189	R1-GL-135	R1-GL-372	T/D
	GL14-190	R1-GL-135	R1-GL-372	D/E
	GL14-191	R1-GL-136	R1-GL-373	T/D
	GL14-192	R1-GL-136	R1-GL-373	T/D
	GL14-193	R1-GL-136	R1-GL-373	E
	GL14-194	R1-GL-136	R1-GL-374	E
	GL14-195	R1-GL-136	R1-GL-374	D
	GL14-196	R1-GL-136	R1-GL-374	T/D
	GL14-197	R1-GL-136	R1-GL-375	E
	GL14-198	R1-GL-136	R1-GL-375	A
	GL14-199	R1-GL-137	R1-GL-375	E
	GL14-200	R1-GL-137	R1-GL-375	T/D
	GL14-201	R1-GL-137	R1-GL-375	T/D
	GL14-202	R1-GL-137	R1-GL-376	T
	GL14-203	R1-GL-138	R1-GL-376	E
	GL14-204	R1-GL-138	R1-GL-376	E
	GL14-205	R1-GL-138	R1-GL-376	E
	GL14-206	R1-GL-138	R1-GL-377	E
	GL14-207	R1-GL-139	R1-GL-377	E
	GL14-208	R1-GL-139	R1-GL-377	A
	GL14-209	R1-GL-139	R1-GL-377	E
	GL14-210	R1-GL-139	R1-GL-377	E
	GL14-211	R1-GL-139	R1-GL-377	E
	GL14-212	R1-GL-140	R1-GL-378	E
	GL14-213	R1-GL-140	R1-GL-378	E
	GL14-214	R1-GL-140	R1-GL-378	E
	GL14-215	R1-GL-140	R1-GL-378	T/D
	GL14-216	R1-GL-141	R1-GL-378	T
	GL14-217	R1-GL-141	R1-GL-379	T
	GL14-218	R1-GL-141	R1-GL-379	T
	GL14-219	R1-GL-141	R1-GL-379	T
	GL14-220	R1-GL-141	R1-GL-379	V
	GL14-221	R1-GL-142	R1-GL-379	E

SUBJECT CODE KEY:

E – Environmental

C – Cultural Resources

D – Design

N – Noise

R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GL14-222	R1-GL-142	R1-GL-380	E
	GL14-223	R1-GL-142	R1-GL-380	
	GL14-224	R1-GL-142	R1-GL-380	E
	GL14-225	R1-GL-143	R1-GL-380	E
	GL14-226	R1-GL-143	R1-GL-380	T
	GL14-227	R1-GL-143	R1-GL-381	A
	GL14-228	R1-GL-144	R1-GL-381	E
	GL14-229	R1-GL-144	R1-GL-381	T
	GL14-230	R1-GL-144	R1-GL-381	T
	GL14-231	R1-GL-144	R1-GL-381	T
	GL14-232	R1-GL-145	R1-GL-381	E
	GL14-233	R1-GL-146	R1-GL-382	T
	GL14-234	R1-GL-146	R1-GL-382	E
	GL14-235	R1-GL-146	R1-GL-382	E
	GL14-236	R1-GL-147	R1-GL-382	T
	GL14-237	R1-GL-148	R1-GL-383	T
	GL14-238	R1-GL-148	R1-GL-383	T
	GL14-239	R1-GL-149	R1-GL-384	E
	GL14-240	R1-GL-149	R1-GL-384	E
	GL14-241	R1-GL-149	R1-GL-384	T
	GL14-242	R1-GL-152	R1-GL-384	T
	GL14-243	R1-GL-153	R1-GL-385	E
	GL14-244	R1-GL-153	R1-GL-385	T
	GL14-245	R1-GL-153	R1-GL-385	T
	GL14-246	R1-GL-154	R1-GL-385	E/R
	GL14-247	R1-GL-154	R1-GL-385	A
	GL14-248	R1-GL-154	R1-GL-386	A
	GL14-249	R1-GL-155	R1-GL-386	A
	GL14-250	R1-GL-155	R1-GL-387	A
	GL14-251	R1-GL-155	R1-GL-387	E
	GL14-252	R1-GL-156	R1-GL-387	A
	GL14-253	R1-GL-156	R1-GL-387	A
	GL14-254	R1-GL-156	R1-GL-387	A
	GL14-255	R1-GL-156	R1-GL-387	A
	GL14-256	R1-GL-157	R1-GL-387	A

SUBJECT CODE KEY:

E – Environmental

C – Cultural Resources

D – Design

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R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GL14-257	R1-GL-158	R1-GL-388	A
	GL14-258	R1-GL-158	R1-GL-388	A
	GL14-259	R1-GL-158	R1-GL-388	A
	GL14-260	R1-GL-158	R1-GL-388	T
	GL14-261	R1-GL-159	R1-GL-388	A
	GL14-262	R1-GL-159	R1-GL-388	N
	GL14-263	R1-GL-159	R1-GL-389	E
	GL14-264	R1-GL-159	R1-GL-389	E
	GL14-265	R1-GL-160	R1-GL-389	E
	GL14-266	R1-GL-161	R1-GL-389	E
	GL14-267	R1-GL-161	R1-GL-389	E
	GL14-268	R1-GL-161	R1-GL-389	E
	GL14-269	R1-GL-161	R1-GL-390	E
	GL14-270	R1-GL-162	R1-GL-390	E
	GL14-271	R1-GL-162	R1-GL-390	T
	GL14-272	R1-GL-162	R1-GL-390	T
	GL14-273	R1-GL-162	R1-GL-390	T
	GL14-274	R1-GL-163	R1-GL-390	T
	GL14-275	R1-GL-163	R1-GL-390	T
	GL14-276	R1-GL-163	R1-GL-391	T
	GL14-277	R1-GL-163	R1-GL-391	T
	GL14-278	R1-GL-163	R1-GL-391	T
	GL14-279	R1-GL-163	R1-GL-391	T
	GL14-280	R1-GL-163	R1-GL-391	T
	GL14-281	R1-GL-164	R1-GL-391	T
	GL14-282	R1-GL-164	R1-GL-392	T
	GL14-283	R1-GL-164	R1-GL-392	A
	GL14-284	R1-GL-164	R1-GL-392	A
	GL14-285	R1-GL-164	R1-GL-392	A
	GL14-286	R1-GL-164	R1-GL-392	A
	GL14-287	R1-GL-164	R1-GL-392	A
	GL14-288	R1-GL-164	R1-GL-392	A
	GL14-289	R1-GL-165	R1-GL-393	A
	GL14-290	R1-GL-165	R1-GL-393	A
	GL14-291	R1-GL-165	R1-GL-393	A

SUBJECT CODE KEY:

E – Environmental

C – Cultural Resources

D – Design

N – Noise

R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GL14-292	R1-GL-165	R1-GL-393	A
	GL14-293	R1-GL-165	R1-GL-393	A
	GL14-294	R1-GL-165	R1-GL-393	A
	GL14-295	R1-GL-165	R1-GL-393	A
	GL14-296	R1-GL-165	R1-GL-393	A
	GL14-297	R1-GL-165	R1-GL-393	A
	GL14-298	R1-GL-165	R1-GL-394	A
	GL14-299	R1-GL-166	R1-GL-394	A
	GL14-300	R1-GL-166	R1-GL-394	A
	GL14-301	R1-GL-166	R1-GL-394	A
	GL14-302	R1-GL-166	R1-GL-394	A
	GL14-303	R1-GL-167	R1-GL-395	N/R
	GL14-304	R1-GL-167	R1-GL-395	N
	GL14-305	R1-GL-167	R1-GL-395	N
	GL14-306	R1-GL-167	R1-GL-395	N
	GL14-307	R1-GL-167	R1-GL-396	N
	GL14-308	R1-GL-167	R1-GL-397	N
	GL14-309	R1-GL-167	R1-GL-397	N
	GL14-310	R1-GL-167	R1-GL-398	N
	GL14-311	R1-GL-167	R1-GL-398	N/R
	GL14-312	R1-GL-168	R1-GL-398	N
	GL14-313	R1-GL-168	R1-GL-399	N
	GL14-314	R1-GL-168	R1-GL-399	N
	GL14-315	R1-GL-169	R1-GL-400	N/R
	GL14-316	R1-GL-170	R1-GL-401	E
Seal Beach, City of	GL15-1	R1-GL-296	R1-GL-401	E
	GL15-2	R1-GL-296	R1-GL-401	E
	GL15-3	R1-GL-296	R1-GL-401	E
	GL15-4	R1-GL-296	R1-GL-401	E
Westminster, City of	GL16-1	R1-GL-297	R1-GL-402	D
	GL16-2	R1-GL-297	R1-GL-402	D/R
	GL16-3	R1-GL-297	R1-GL-402	D
	GL16-4	R1-GL-297	R1-GL-402	D
	GL16-5	R1-GL-297	R1-GL-402	D
	GL16-6	R1-GL-297	R1-GL-402	N/R

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C – Cultural Resources

D – Design

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R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	GL16-7	R1-GL-297	R1-GL-403	D
COMMUNITY GROUP COMMENTS				
College Park East Neighborhood Association	CG1-1	R1-CG-1	R1-CG-48	E
	CG1-2	R1-CG-1	R1-CG-48	D
	CG1-3	R1-CG-1	R1-CG-48	E
	CG1-4	R1-CG-1	R1-CG-48	T
	CG1-5	R1-CG-1	R1-CG-48	T
Friends of Harbors, Beaches, and Parks	CG2-1	R1-CG-38	R1-CG-49	E
	CG2-2	R1-CG-38	R1-CG-49	T
	CG2-3	R1-CG-38	R1-CG-49	T
	CG2-4	R1-CG-38	R1-CG-49	T
	CG2-5	R1-CG-38	R1-CG-49	T
	CG2-6	R1-CG-38	R1-CG-50	T
	CG2-7	R1-CG-38	R1-CG-50	T
	CG2-8	R1-CG-38	R1-CG-50	T
	CG2-9	R1-CG-39	R1-CG-50	T
	CG2-10	R1-CG-39	R1-CG-51	T
	CG2-11	R1-CG-39	R1-CG-51	T
	CG2-12	R1-CG-39	R1-CG-51	T/R
	CG2-13	R1-CG-39	R1-CG-51	T
Mesa North Community Association	CG3-1	R1-CG-40	R1-CG-52	E
	CG3-2	R1-CG-40	R1-CG-52	D
	CG3-3	R1-CG-41	R1-CG-52	D
	CG3-4	R1-CG-41	R1-CG-52	T
	CG3-5	R1-CG-41	R1-CG-53	D
	CG3-6	R1-CG-41	R1-CG-53	D/R
	CG3-7	R1-CG-41	R1-CG-53	D/R
	CG3-8	R1-CG-41	R1-CG-53	E
Rossmoor Homeowners Association	CG4-1	R1-CG-42	R1-CG-53	T/A
	CG4-2	R1-CG-42	R1-CG-53	A
	CG4-3	R1-CG-42	R1-CG-54	A
	CG4-4	R1-CG-42	R1-CG-55	E
	CG4-5	R1-CG-42	R1-CG-55	T
	CG4-6	R1-CG-42	R1-CG-56	E
Sierra Club – Long Beach Area Group –	CG5-1	R1-CG-43	R1-CG-56	E

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A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Angeles Chapter	CG5-2	R1-CG-43	R1-CG-56	E
	CG5-3	R1-CG-43	R1-CG-57	T
Transit Advocates of Orange County	CG6-1	R1-CG-43	R1-CG-57	E
	CG6-2	R1-CG-44	R1-CG-57	T
	CG6-3	R1-CG-44	R1-CG-57	T
	CG6-4	R1-CG-44	R1-CG-58	T
	CG6-5	R1-CG-44	R1-CG-58	T
	CG6-6	R1-CG-44	R1-CG-58	T
	CG6-7	R1-CG-44	R1-CG-59	T
	CG6-8	R1-CG-44	R1-CG-59	T
	CG6-9	R1-CG-45	R1-CG-59	T
	CG6-10	R1-CG-45	R1-CG-59	T
	CG6-11	R1-CG-45	R1-CG-59	T
	CG6-12	R1-CG-46	R1-CG-60	T
	CG6-13	R1-CG-46	R1-CG-60	T
	CG6-14	R1-CG-46	R1-CG-61	T
	CG6-15	R1-CG-46	R1-CG-61	E
	CG6-16	R1-CG-46	R1-CG-62	T
	CG6-17	R1-CG-46	R1-CG-62	T
	CG6-18	R1-CG-46	R1-CG-62	T
	CG6-19	R1-CG-47	R1-CG-63	E
	CG6-20	R1-CG-47	R1-CG-63	T
	CG6-21	R1-CG-47	R1-CG-63	T
	CG6-22	R1-CG-47	R1-CG-63	T
	CG6-23	R1-CG-47	R1-CG-64	T
	CG6-24	R1-CG-47	R1-CG-64	T
	CG6-25	R1-CG-47	R1-CG-64	T
	CG6-26	R1-CG-47	R1-CG-64	T
	CG6-27	R1-CG-47	R1-CG-64	T
	CG6-28	R1-CG-47	R1-CG-64	T
	CG6-29	R1-CG-47	R1-CG-64	T
INDUSTRY AND BUSINESS GROUP COMMENTS				
Allen Matkins Leck Gamble Mallory & Natsis LLP	IBG1-1	R1-IBG-1	R1-IBG-13	E/R
	IBG1-2	R1-IBG-1	R1-IBG-13	E
	IBG1-3	R1-IBG-1	R1-IBG-13	E

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	IBG1-4	R1-IBG-1	R1-IBG-13	E/R
	IBG1-5	R1-IBG-2	R1-IBG-13	E/R
	IBG1-6	R1-IBG-2	R1-IBG-14	E/R
	IBG1-7	R1-IBG-2	R1-IBG-14	E
	IBG1-8	R1-IBG-2	R1-IBG-14	E/R
	IBG1-9	R1-IBG-2	R1-IBG-14	E
	IBG1-10	R1-IBG-2	R1-IBG-14	E
American Council of Engineering Companies	IBG2-1	R1-IBG-4	R1-IBG-14	E
Automobile Club of Southern California	IBG3-1	R1-IBG-5	R1-IBG-14	E
	IBG3-2	R1-IBG-5	R1-IBG-15	T
	IBG3-3	R1-IBG-5	R1-IBG-15	T
Barnard Ventures	IBG4-1	R1-IBG-6	R1-IBG-15	D
	IBG4-2	R1-IBG-6	R1-IBG-16	D/R
	IBG4-3	R1-IBG-6	R1-IBG-16	E
C.J. Segerstrom & Sons	IBG5-1	R1-IBG-7	R1-IBG-16	D
	IBG5-2	R1-IBG-7	R1-IBG-16	D
	IBG5-3	R1-IBG-7	R1-IBG-16	E
Costa Mesa Chamber of Commerce	IBG6-1	R1-IBG-8	R1-IBG-17	E
Elwyn California	IBG7-1	R1-IBG-9	R1-IBG-17	E
John Wayne Airport	IBG8-1	R1-IBG-9	R1-IBG-17	E
Seal Beach Chamber of Commerce	IBG9-1	R1-IBG-10	R1-IBG-17	E/D/T
	IBG9-2	R1-IBG-10	R1-IBG-18	E
South Coast Collection	IBG10-1	R1-IBG-10	R1-IBG-18	E
	IBG10-2	R1-IBG-10	R1-IBG-18	E
	IBG10-3	R1-IBG-10	R1-IBG-18	D
	IBG10-4	R1-IBG-11	R1-IBG-18	T
	IBG10-5	R1-IBG-11	R1-IBG-18	D
	IBG10-6	R1-IBG-11	R1-IBG-18	E
	IBG10-7	R1-IBG-11	R1-IBG-18	E
The Gerral Group/Seville Properties	IBG11-1	R1-IBG-12	R1-IBG-19	E
PUBLIC COMMENTS				
Jared Abe	PC-A1-1	R1-PC-A-1	R1-PC-A-22	E/D
Laine Acevez	PC-A2-1	R1-PC-A-1	R1-PC-A-22	E
Marline Acosta	PC-A3-1	R1-PC-A-2	R1-PC-A-23	E

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Craig Adams	PC-A4-1	R1-PC-A-3	R1-PC-A-23	E
	PC-A4-2	R1-PC-A-3	R1-PC-A-23	D
Jim Adams	PC-A5-1	R1-PC-A-3	R1-PC-A-23	E/D
Roberta S. Adler	PC-A6-1	R1-PC-A-3	R1-PC-A-24	D
	PC-A6-2	R1-PC-A-3	R1-PC-A-24	D
	PC-A6-3	R1-PC-A-3	R1-PC-A-24	D
	PC-A6-4	R1-PC-A-3	R1-PC-A-24	E/D
	PC-A6-5	R1-PC-A-3	R1-PC-A-24	E
Jose M. Aguila	PC-A7-1	R1-PC-A-4	R1-PC-A-25	E
Juan Aguilera	PC-A8-1	R1-PC-A-4	R1-PC-A-25	E
John Aguirre	PC-A9-1	R1-PC-A-5	R1-PC-A-25	E
Peggy Allard	PC-A10-1	R1-PC-A-5	R1-PC-A-25	E/D
Milton Allione	PC-A11-1	R1-PC-A-6	R1-PC-A-26	E
John Almanza	PC-A12-1	R1-PC-A-6	R1-PC-A-26	E
Jack Alvarado	PC-A13-1	R1-PC-A-7	R1-PC-A-26	E
Ricardo Alvarado	PC-A14-1	R1-PC-A-7	R1-PC-A-26	E
Raul Alvarez	PC-A15-1	R1-PC-A-8	R1-PC-A-27	E
Luis Ambrosio	PC-A16-1	R1-PC-A-8	R1-PC-A-27	E
Amy	PC-A17-1	R1-PC-A-9	R1-PC-A-27	D
	PC-A17-2	R1-PC-A-9	R1-PC-A-27	T
	PC-A17-3	R1-PC-A-9	R1-PC-A-27	D
	PC-A17-4	R1-PC-A-9	R1-PC-A-27	E/A
	PC-A17-5	R1-PC-A-9	R1-PC-A-28	D
	PC-A17-6	R1-PC-A-9	R1-PC-A-28	T
	PC-A17-7	R1-PC-A-9	R1-PC-A-28	D
	PC-A17-8	R1-PC-A-9	R1-PC-A-28	E/R
	PC-A17-9	R1-PC-A-9	R1-PC-A-28	D/R
	PC-A17-10	R1-PC-A-9	R1-PC-A-29	D
	PC-A17-11	R1-PC-A-9	R1-PC-A-29	T
	PC-A17-12	R1-PC-A-9	R1-PC-A-29	E/R
Lin Anderson	PC-A18-1	R1-PC-A-10	R1-PC-A-29	D
Ray Angon	PC-A19-1	R1-PC-A-10	R1-PC-A-30	E
Erwin Anisman	PC-A20-1	R1-PC-A-11	R1-PC-A-30	D
Mike Antonacci	PC-A21-1	R1-PC-A-11	R1-PC-A-30	E
George Aplin	PC-A22-1	R1-PC-A-12	R1-PC-A-30	E

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Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Joan Archibald	PC-A23-1	R1-PC-A-12	R1-PC-A-30	E
Antonio Arellano	PC-A24-1	R1-PC-A-13	R1-PC-A-31	E
Jose G. Arellano	PC-A25-1	R1-PC-A-13	R1-PC-A-31	E
Joe Arias	PC-A26-1	R1-PC-A-14	R1-PC-A-31	E
Kenneth Arnold	PC-A27-1	R1-PC-A-15	R1-PC-A-32	E
Joe Arsenian	PC-A28-1	R1-PC-A-15	R1-PC-A-32	E
Katie Arthur and Herb Netal	PC-A29-1	R1-PC-A-16	R1-PC-A-32	E/D
Katie Arthur, Herb Netal, Alex Arthur, Colin Netal, and Lucas Netal	PC-A30-1	R1-PC-A-16	R1-PC-A-32	E/D
Robert Arzate	PC-A31-1	R1-PC-A-16	R1-PC-A-33	E
Valeria Ascensio	PC-A32-1	R1-PC-A-17	R1-PC-A-33	E
Ruthie Ashton	PC-A33-1	R1-PC-A-17	R1-PC-A-33	E
Jim Atkinson	PC-A34-1	R1-PC-A-17	R1-PC-A-33	T
	PC-A34-2	R1-PC-A-17	R1-PC-A-34	T
Jim Atkinson	PC-A35-1	R1-PC-A-18	R1-PC-A-34	T
	PC-A35-2	R1-PC-A-18	R1-PC-A-34	E/D
	PC-A35-3	R1-PC-A-18	R1-PC-A-34	T
Larry Aube	PC-A36-1	R1-PC-A-18	R1-PC-A-35	E
Juan C. Aule	PC-A37-1	R1-PC-A-18	R1-PC-A-35	E
Beth M. Auzmus	PC-A38-1	R1-PC-A-19	R1-PC-A-35	E
	PC-A38-2	R1-PC-A-19	R1-PC-A-35	T
	PC-A38-3	R1-PC-A-19	R1-PC-A-35	D
	PC-A38-4	R1-PC-A-19	R1-PC-A-36	A
	PC-A38-5	R1-PC-A-19	R1-PC-A-36	E
Clemente Avila Jr.	PC-A39-1	R1-PC-A-20	R1-PC-A-36	E
Tony S. Ayala	PC-A40-1	R1-PC-A-20	R1-PC-A-36	E
Alp Ayolin	PC-A41-1	R1-PC-A-21	R1-PC-A-36	E
Emad Aziz	PC-A42-1	R1-PC-A-21	R1-PC-A-36	E
John O. Bailey	PC-B1-1	R1-PC-B-1	R1-PC-B-25	T
	PC-B1-2	R1-PC-B-1	R1-PC-B-25	T
	PC-B1-3	R1-PC-B-1	R1-PC-B-25	D
	PC-B1-4	R1-PC-B-1	R1-PC-B-25	T
	PC-B1-5	R1-PC-B-1	R1-PC-B-26	T
Michael E. Bailey	PC-B2-1	R1-PC-B-2	R1-PC-B-26	D
	PC-B2-2	R1-PC-B-2	R1-PC-B-26	T

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-B2-3	R1-PC-B-2	R1-PC-B-26	T
Michael E. Bailey	PC-B3-1	R1-PC-B-2	R1-PC-B-27	E
David Balas	PC-B4-1	R1-PC-B-3	R1-PC-B-27	E
Davy Banales	PC-B5-1	R1-PC-B-3	R1-PC-B-27	E
Dr. Michael Bantel	PC-B6-1	R1-PC-B-4	R1-PC-B-27	E/A/N
	PC-B6-2	R1-PC-B-4	R1-PC-B-28	E
Chuck and Barbara Barone	PC-B7-1	R1-PC-B-4	R1-PC-B-28	E
Tony Barra	PC-B8-1	R1-PC-B-5	R1-PC-B-29	E
Marcelo Barragan	PC-B9-1	R1-PC-B-5	R1-PC-B-29	E
Miguel Barragan	PC-B10-1	R1-PC-B-6	R1-PC-B-29	E
Edgar Barrera	PC-B11-1	R1-PC-B-7	R1-PC-B-30	E
Victor M. Barrera	PC-B12-1	R1-PC-B-8	R1-PC-B-30	E
Jaime Barton	PC-B13-1	R1-PC-B-9	R1-PC-B-30	E
Julian Bautista	PC-B14-1	R1-PC-B-9	R1-PC-B-31	E
Robert Beachler	PC-B15-1	R1-PC-B-10	R1-PC-B-31	E
Seth Beasley	PC-B16-1	R1-PC-B-10	R1-PC-B-31	E
Vaughn Becht	PC-B17-1	R1-PC-B-11	R1-PC-B-31	E
Vaughn Becht*	PC-B18-1	R1-PC-B-11	R1-PC-B-32	E
Jorge Benedez	PC-B19-1	R1-PC-B-11	R1-PC-B-32	E
George Berg	PC-B20-1	R1-PC-B-12	R1-PC-B-32	A/V/N/ T
Lynne Bianco	PC-B21-1	R1-PC-B-12	R1-PC-B-34	E/T
	PC-B21-2	R1-PC-B-12	R1-PC-B-34	E/D/T
Harold Biggerstaff	PC-B22-1	R1-PC-B-13	R1-PC-B-34	T
	PC-B22-2	R1-PC-B-13	R1-PC-B-34	T
	PC-B22-3	R1-PC-B-13	R1-PC-B-34	T
	PC-B22-4	R1-PC-B-13	R1-PC-B-35	D/R
Patricia Biggerstaff	PC-B23-1	R1-PC-B-13	R1-PC-B-35	D
	PC-B23-2	R1-PC-B-13	R1-PC-B-35	D
	PC-B23-3	R1-PC-B-13	R1-PC-B-35	E/T/D
	PC-B23-4	R1-PC-B-13	R1-PC-B-35	T
	PC-B23-5	R1-PC-B-13	R1-PC-B-35	T
Barbara Biggs	PC-B24-1	R1-PC-B-14	R1-PC-B-35	T
	PC-B24-2	R1-PC-B-14	R1-PC-B-36	T
	PC-B24-3	R1-PC-B-14	R1-PC-B-36	T

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Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-B24-4	R1-PC-B-14	R1-PC-B-36	E/T
	PC-B24-5	R1-PC-B-14	R1-PC-B-36	N
	PC-B24-6	R1-PC-B-14	R1-PC-B-36	T
Carol Bills	PC-B25-1	R1-PC-B-14	R1-PC-B-37	E
	PC-B25-2	R1-PC-B-14	R1-PC-B-37	T
	PC-B25-3	R1-PC-B-14	R1-PC-B-37	N
	PC-B25-4	R1-PC-B-14	R1-PC-B-38	N
Carol Bills	PC-B26-1	R1-PC-B-15	R1-PC-B-38	T
Larry Black	PC-B27-1	R1-PC-B-16	R1-PC-B-38	T
	PC-B27-2	R1-PC-B-16	R1-PC-B-38	T
	PC-B27-3	R1-PC-B-16	R1-PC-B-39	T
	PC-B27-4	R1-PC-B-16	R1-PC-B-39	T
	PC-B27-5	R1-PC-B-16	R1-PC-B-39	T
	PC-B27-6	R1-PC-B-16	R1-PC-B-39	T
	PC-B27-7	R1-PC-B-16	R1-PC-B-39	E/R
	PC-B27-8	R1-PC-B-16	R1-PC-B-39	T
Jeff Blanton	PC-B28-1	R1-PC-B-17	R1-PC-B-39	E
Joyce Bloom	PC-B29-1	R1-PC-B-17	R1-PC-B-40	D
Ryan Blossey	PC-B30-1	R1-PC-B-17	R1-PC-B-40	E
	PC-B30-2	R1-PC-B-17	R1-PC-B-40	D
	PC-B30-3	R1-PC-B-17	R1-PC-B-40	T
Jane Bongiorno	PC-B31-1	R1-PC-B-18	R1-PC-B-41	E
Carolyn Borg	PC-B32-1	R1-PC-B-18	R1-PC-B-41	D
Andrew Born	PC-B33-1	R1-PC-B-19	R1-PC-B-42	E
	PC-B33-2	R1-PC-B-19	R1-PC-B-42	T
	PC-B33-3	R1-PC-B-19	R1-PC-B-42	T
Barney Brady	PC-B34-1	R1-PC-B-19	R1-PC-B-42	D
Karen D. Branton	PC-B35-1	R1-PC-B-19	R1-PC-B-42	E
Michelle Briggs*	PC-B36-1	R1-PC-B-19	R1-PC-B-43	E
Lisa Broder	PC-B37-1	R1-PC-B-20	R1-PC-B-43	E
Ron Broder	PC-B38-1	R1-PC-B-20	R1-PC-B-43	E
	PC-B38-2	R1-PC-B-20	R1-PC-B-44	A
	PC-B38-3	R1-PC-B-20	R1-PC-B-44	T
Bob Broman	PC-B39-1	R1-PC-B-20	R1-PC-B-44	D/N
	PC-B39-2	R1-PC-B-20	R1-PC-B-45	D/N

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Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Susana Brommers*	PC-B40-1	R1-PC-B-20	R1-PC-B-45	E/T
Ronald E. Brown	PC-B41-1	R1-PC-B-21	R1-PC-B-45	E
Michael Buhbe	PC-B42-1	R1-PC-B-21	R1-PC-B-46	D/N
Keith Burgoyne	PC-B43-1	R1-PC-B-22	R1-PC-B-46	T
	PC-B43-2	R1-PC-B-22	R1-PC-B-46	T
	PC-B43-3	R1-PC-B-22	R1-PC-B-46	T
Carol Burke	PC-B44-1	R1-PC-B-22	R1-PC-B-46	E
Michael J. Burton	PC-B45-1	R1-PC-B-23	R1-PC-B-47	D
	PC-B45-2	R1-PC-B-23	R1-PC-B-47	T
	PC-B45-3	R1-PC-B-23	R1-PC-B-47	T
Michael Burton	PC-B46-1	R1-PC-B-23	R1-PC-B-47	D
	PC-B46-2	R1-PC-B-23	R1-PC-B-48	T
William and Susan Butts	PC-B47-1	R1-PC-B-24	R1-PC-B-48	E/T
Sandra Cabello	PC-C1-1	R1-PC-C-1	R1-PC-C-32	E/T
	PC-C1-2	R1-PC-C-1	R1-PC-C-32	E
	PC-C1-3	R1-PC-C-1	R1-PC-C-32	D
Gerardo Calderon	PC-C2-1	R1-PC-C-1	R1-PC-C-32	E
Joe J. Calderon	PC-C3-1	R1-PC-C-2	R1-PC-C-33	E
Lynne Callahan	PC-C4-1	R1-PC-C-2	R1-PC-C-33	E
Guillermo A. Callo	PC-C5-1	R1-PC-C-3	R1-PC-C-33	E
Jim and Marge Cammack	PC-C6-1	R1-PC-C-3	R1-PC-C-33	E
Colleen Campbell	PC-C7-1	R1-PC-C-3	R1-PC-C-34	E/T
Colleen Campbell	PC-C8-1	R1-PC-C-4	R1-PC-C-34	E/T
Patricia E. Campbell	PC-C9-1	R1-PC-C-4	R1-PC-C-34	E
	PC-C9-2	R1-PC-C-4	R1-PC-C-34	D
	PC-C9-3	R1-PC-C-4	R1-PC-C-34	D
	PC-C9-4	R1-PC-C-5	R1-PC-C-34	E
	PC-C9-5	R1-PC-C-5	R1-PC-C-35	D
	PC-C9-6	R1-PC-C-5	R1-PC-C-35	D
	PC-C9-7	R1-PC-C-5	R1-PC-C-35	D
	PC-C9-8	R1-PC-C-5	R1-PC-C-35	T
	PC-C9-9	R1-PC-C-5	R1-PC-C-35	T
	PC-C9-10	R1-PC-C-5	R1-PC-C-35	T
	PC-C9-11	R1-PC-C-5	R1-PC-C-36	T
	PC-C9-12	R1-PC-C-5	R1-PC-C-36	T

SUBJECT CODE KEY:

E – Environmental

C – Cultural Resources

D – Design

N – Noise

R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-C9-13	R1-PC-C-6	R1-PC-C-36	E
	PC-C9-14	R1-PC-C-6	R1-PC-C-36	D
	PC-C9-15	R1-PC-C-6	R1-PC-C-37	E/T/D
Luther Candler	PC-C10-1	R1-PC-C-6	R1-PC-C-37	E
Linda Cannelli	PC-C11-1	R1-PC-C-7	R1-PC-C-37	E
	PC-C11-2	R1-PC-C-7	R1-PC-C-37	E/R
Brian Cannizzaro	PC-C12-1	R1-PC-C-7	R1-PC-C-38	E/D
	PC-C12-2	R1-PC-C-7	R1-PC-C-38	E/D
	PC-C12-3	R1-PC-C-7	R1-PC-C-38	E/D
Marianne Cannizzaro	PC-C13-1	R1-PC-C-8	R1-PC-C-39	E/D
	PC-C13-2	R1-PC-C-8	R1-PC-C-39	E/D
	PC-C13-3	R1-PC-C-8	R1-PC-C-39	E/D
Adrian Cantreras	PC-C14-1	R1-PC-C-8	R1-PC-C-39	E
Jose N. Cardenas	PC-C15-1	R1-PC-C-9	R1-PC-C-39	E
Luis Cardenas	PC-C16-1	R1-PC-C-10	R1-PC-C-40	E
Diana Carey	PC-C17-1	R1-PC-C-10	R1-PC-C-40	E
	PC-C17-2	R1-PC-C-10	R1-PC-C-40	E
	PC-C17-3	R1-PC-C-10	R1-PC-C-40	E
Penilla Carlos	PC-C18-1	R1-PC-C-11	R1-PC-C-40	E
Jim Carr	PC-C19-1	R1-PC-C-11	R1-PC-C-41	D
Manuel John Carrillo III	PC-C20-1	R1-PC-C-12	R1-PC-C-41	E
Gary Carson	PC-C21-1	R1-PC-C-12	R1-PC-C-41	N
Mr. Gilbert Carson and Mrs. Carol Carson	PC-C22-1	R1-PC-C-13	R1-PC-C-42	E
	PC-C22-2	R1-PC-C-13	R1-PC-C-42	E/N
	PC-C22-3	R1-PC-C-13	R1-PC-C-42	D/N
	PC-C22-4	R1-PC-C-13	R1-PC-C-42	T
	PC-C22-5	R1-PC-C-13	R1-PC-C-43	E/T/N
	PC-C22-6	R1-PC-C-13	R1-PC-C-43	D/N
	PC-C22-7	R1-PC-C-14	R1-PC-C-43	T
Henrietta Carter	PC-C23-1	R1-PC-C-14	R1-PC-C-43	A
	PC-C23-2	R1-PC-C-14	R1-PC-C-44	T
Marita Caruso	PC-C24-1	R1-PC-C-15	R1-PC-C-44	E
Richard Castaneda	PC-C25-1	R1-PC-C-16	R1-PC-C-44	E
Rafual M. Castillo	PC-C26-1	R1-PC-C-16	R1-PC-C-44	E
Carlos Catalan	PC-C27-1	R1-PC-C-17	R1-PC-C-45	E

SUBJECT CODE KEY:

E – Environmental C – Cultural Resources D – Design N – Noise R – Right-of-Way
H – Hazardous Waste/Materials T – Traffic A – Air Quality V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Andres J. Celestino	PC-C28-1	R1-PC-C-18	R1-PC-C-45	E
Andres Chagallan	PC-C29-1	R1-PC-C-18	R1-PC-C-45	E
Christine Chapel	PC-C30-1	R1-PC-C-19	R1-PC-C-45	E/T/D
Roberto Chavez	PC-C31-1	R1-PC-C-19	R1-PC-C-46	E
Rodolfo Chavez	PC-C32-1	R1-PC-C-20	R1-PC-C-46	E
Chris Cheek	PC-C33-1	R1-PC-C-21	R1-PC-C-46	E
Karole Chesser	PC-C34-1	R1-PC-C-21	R1-PC-C-46	E/D
Steven B. Chesser	PC-C35-1	R1-PC-C-22	R1-PC-C-47	E/D
	PC-C35-2	R1-PC-C-22	R1-PC-C-47	D
	PC-C35-3	R1-PC-C-22	R1-PC-C-47	D
	PC-C35-4	R1-PC-C-22	R1-PC-C-47	D
Donna Chinn	PC-C36-1	R1-PC-C-22	R1-PC-C-47	E
	PC-C36-2	R1-PC-C-22	R1-PC-C-48	E
	PC-C36-3	R1-PC-C-22	R1-PC-C-49	T
	PC-C36-4	R1-PC-C-22	R1-PC-C-49	D
	PC-C36-5	R1-PC-C-22	R1-PC-C-49	T
	PC-C36-6	R1-PC-C-22	R1-PC-C-49	E
	PC-C36-7	R1-PC-C-22	R1-PC-C-49	E
	PC-C36-8	R1-PC-C-22	R1-PC-C-49	E
Josie Christiansen	PC-C37-1	R1-PC-C-23	R1-PC-C-49	E/D/R
	PC-C37-2	R1-PC-C-23	R1-PC-C-50	E/D
	PC-C37-3	R1-PC-C-23	R1-PC-C-50	E
Shirley Chung	PC-C38-1	R1-PC-C-24	R1-PC-C-50	E
	PC-C38-2	R1-PC-C-24	R1-PC-C-51	A
B. Clark	PC-C39-1	R1-PC-C-24	R1-PC-C-51	E
	PC-C39-2	R1-PC-C-24	R1-PC-C-51	D
	PC-C39-3	R1-PC-C-24	R1-PC-C-51	D
	PC-C39-4	R1-PC-C-24	R1-PC-C-51	T
	PC-C39-5	R1-PC-C-24	R1-PC-C-51	T
	PC-C39-6	R1-PC-C-24	R1-PC-C-52	T
Kimberly Claytor	PC-C40-1	R1-PC-C-25	R1-PC-C-52	E/D
Laura Collier*	PC-C41-1	R1-PC-C-25	R1-PC-C-52	E/D
Ateliodoro L. Compos	PC-C42-1	R1-PC-C-26	R1-PC-C-52	E
Daniel J. Conley	PC-C43-1	R1-PC-C-26	R1-PC-C-53	E/D
Kenneth and Martha Coolidge	PC-C44-1	R1-PC-C-27	R1-PC-C-53	E/D/T

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Peter Coromelas	PC-C45-1	R1-PC-C-27	R1-PC-C-53	E/D
	PC-C45-2	R1-PC-C-27	R1-PC-C-54	T
David Cortes	PC-C46-1	R1-PC-C-28	R1-PC-C-54	E
Stephen V. Cortesy	PC-C47-1	R1-PC-C-28	R1-PC-C-54	E
Eduardo Covarrubias	PC-C48-1	R1-PC-C-29	R1-PC-C-55	E
Wallace Lee Cowdell, M.D.	PC-C49-1	R1-PC-C-29	R1-PC-C-55	E/D
Brian Cronin	PC-C50-1	R1-PC-C-30	R1-PC-C-55	E/D
	PC-C50-2	R1-PC-C-30	R1-PC-C-55	A
Richard Crowe	PC-C51-1	R1-PC-C-30	R1-PC-C-56	E/D/T
Jose Cruz-Soltero	PC-C52-1	R1-PC-C-31	R1-PC-C-56	E
Jason Cuevas	PC-C53-1	R1-PC-C-31	R1-PC-C-56	E
Samy Dang	PC-D1-1	R1-PC-D-1	R1-PC-D-12	E
Dick and Sue Davies	PC-D2-1	R1-PC-D-1	R1-PC-D-12	T
	PC-D2-2	R1-PC-D-1	R1-PC-D-12	T
	PC-D2-3	R1-PC-D-2	R1-PC-D-12	A
Scott J. Davis	PC-D3-1	R1-PC-D-2	R1-PC-D-13	D
Paul Dean	PC-D4-1	R1-PC-D-3	R1-PC-D-13	E
Steve Dees	PC-D5-1	R1-PC-D-3	R1-PC-D-13	E
Diane Delaterre	PC-D6-1	R1-PC-D-3	R1-PC-D-13	E
	PC-D6-2	R1-PC-D-3	R1-PC-D-14	D
	PC-D6-3	R1-PC-D-3	R1-PC-D-14	E
Debi DelMonico	PC-D7-1	R1-PC-D-4	R1-PC-D-15	D
Steve Demmon	PC-D8-1	R1-PC-D-4	R1-PC-D-15	E
Debbie Depin	PC-D9-1	R1-PC-D-5	R1-PC-D-15	E
Chris DeRose	PC-D10-1	R1-PC-D-5	R1-PC-D-15	E
Shelley DeRose	PC-D11-1	R1-PC-D-5	R1-PC-D-16	E
Lou DeSandro	PC-D12-1	R1-PC-D-5	R1-PC-D-16	E
Martha Destra	PC-D13-1	R1-PC-D-6	R1-PC-D-16	T
	PC-D13-2	R1-PC-D-6	R1-PC-D-17	T
Helio Diaz	PC-D14-1	R1-PC-D-7	R1-PC-D-17	E
Jarred Diaz	PC-D15-1	R1-PC-D-7	R1-PC-D-17	E
Jeff Diaz	PC-D16-1	R1-PC-D-8	R1-PC-D-17	E
Robert Dickson	PC-D17-1	R1-PC-D-8	R1-PC-D-18	E/T
	PC-D17-2	R1-PC-D-8	R1-PC-D-18	E
Andrew Dominguez	PC-D18-1	R1-PC-D-9	R1-PC-D-18	E

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Patrick Dore	PC-D19-1	R1-PC-D-9	R1-PC-D-18	E/T
Amy Dozier	PC-D20-1	R1-PC-D-9	R1-PC-D-19	T
Laura O. Doyle	PC-D21-1	R1-PC-D-10	R1-PC-D-19	E
	PC-D21-2	R1-PC-D-10	R1-PC-D-19	E/R
Alan P. Dubin	PC-D22-1	R1-PC-D-10	R1-PC-D-20	E
	PC-D22-2	R1-PC-D-10	R1-PC-D-20	T
	PC-D22-3	R1-PC-D-10	R1-PC-D-20	T
	PC-D22-4	R1-PC-D-10	R1-PC-D-20	D
Judith Duffy	PC-D23-1	R1-PC-D-11	R1-PC-D-20	E
Oliver Early	PC-E1-1	R1-PC-E-1	R1-PC-E-11	E
J.N. Ebner	PC-E2-1	R1-PC-E-1	R1-PC-E-11	E
Eric Elliott	PC-E3-1	R1-PC-E-1	R1-PC-E-11	E
	PC-E3-2	R1-PC-E-1	R1-PC-E-12	E
	PC-E3-3	R1-PC-E-1	R1-PC-E-12	E
	PC-E3-4	R1-PC-E-1	R1-PC-E-12	E
Jose A. Enriquez	PC-E4-1	R1-PC-E-2	R1-PC-E-12	E
Ron Epperson	PC-E5-1	R1-PC-E-2	R1-PC-E-12	N
	PC-E5-2	R1-PC-E-2	R1-PC-E-13	N
Angie Epstein	PC-E6-1	R1-PC-E-6	R1-PC-E-13	A
	PC-E6-2	R1-PC-E-6	R1-PC-E-13	E/A/N/T
	PC-E6-3	R1-PC-E-6	R1-PC-E-13	T
Betty and William Erickson	PC-E7-1	R1-PC-E-7	R1-PC-E-14	E
Ernest Escareno	PC-E8-1	R1-PC-E-7	R1-PC-E-14	E
Raymond and Patricia Erperti	PC-E9-1	R1-PC-E-8	R1-PC-E-14	E
	PC-E9-2	R1-PC-E-8	R1-PC-E-14	D
	PC-E9-3	R1-PC-E-8	R1-PC-E-15	D
	PC-E9-4	R1-PC-E-8	R1-PC-E-15	E
Jose Pager Beranca Espino	PC-E10-1	R1-PC-E-8	R1-PC-E-15	E
Austin Etchegoyen	PC-E11-1	R1-PC-E-9	R1-PC-E-15	E
Darrell Evans	PC-E12-1	R1-PC-E-10	R1-PC-E-16	E
	PC-E12-2	R1-PC-E-10	R1-PC-E-16	D
	PC-E12-3	R1-PC-E-10	R1-PC-E-16	D
	PC-E12-4	R1-PC-E-10	R1-PC-E-16	T
	PC-E12-5	R1-PC-E-10	R1-PC-E-16	E
Desiree Faase	PC-F1-1	R1-PC-F-1	R1-PC-F-25	D

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Desiree Faase	PC-F2-1	R1-PC-F-1	R1-PC-F-25	D
Carlos P. Falcon	PC-F3-1	R1-PC-F-2	R1-PC-F-25	E
Eduardo Farias	PC-F4-1	R1-PC-F-2	R1-PC-F-26	E
Lorna Farnum	PC-F5-1	R1-PC-F-3	R1-PC-F-26	E/R
John and Wilma “Ernie” Feeney	PC-F6-1	R1-PC-F-3	R1-PC-F-26	E/D
	PC-F6-2	R1-PC-F-3	R1-PC-F-26	N
	PC-F6-3	R1-PC-F-3	R1-PC-F-27	T
John Feeney	PC-F7-1	R1-PC-F-4	R1-PC-F-27	E/D/T
Wilma E. Feeney	PC-F8-1	R1-PC-F-4	R1-PC-F-27	E
David Feldman	PC-F9-1	R1-PC-F-5	R1-PC-F-27	E/D
Gilbert B. Felix	PC-F10-1	R1-PC-F-5	R1-PC-F-28	E
Frank W. Fernandez	PC-F11-1	R1-PC-F-6	R1-PC-F-28	E
Liam Ferris	PC-F12-1	R1-PC-F-6	R1-PC-F-28	E
Liam Ferris	PC-F13-1	R1-PC-F-6	R1-PC-F-29	N
Louise Fiduccia	PC-F14-1	R1-PC-F-7	R1-PC-F-29	E/D/T/R
Louise Fiduccia	PC-F15-1	R1-PC-F-7	R1-PC-F-29	E/D/T
Roger Fierce	PC-F16-1	R1-PC-F-7	R1-PC-F-30	E
	PC-F16-2	R1-PC-F-7	R1-PC-F-30	T
	PC-F16-3	R1-PC-F-7	R1-PC-F-30	E
	PC-F16-4	R1-PC-F-7	R1-PC-F-30	D
	PC-F16-5	R1-PC-F-7	R1-PC-F-31	D
Dean Fife	PC-F17-1	R1-PC-F-8	R1-PC-F-31	D
	PC-F17-2	R1-PC-F-8	R1-PC-F-31	A
	PC-F17-3	R1-PC-F-8	R1-PC-F-31	E
	PC-F17-4	R1-PC-F-8	R1-PC-F-31	D
Matt Filler	PC-F18-1	R1-PC-F-8	R1-PC-F-32	T
Matthew Filler	PC-F19-1	R1-PC-F-8	R1-PC-F-32	T
	PC-F19-2	R1-PC-F-8	R1-PC-F-32	V
	PC-F19-3	R1-PC-F-8	R1-PC-F-32	T
	PC-F19-4	R1-PC-F-8	R1-PC-F-33	E
Matthew Filler	PC-F20-1	R1-PC-F-9	R1-PC-F-33	E
	PC-F20-2	R1-PC-F-9	R1-PC-F-33	T
	PC-F20-3	R1-PC-F-9	R1-PC-F-33	T
	PC-F20-4	R1-PC-F-9	R1-PC-F-33	T
Matthew Filler	PC-F21-1	R1-PC-F-9	R1-PC-F-33	T

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Matthew Filler	PC-F22-1	R1-PC-F-10	R1-PC-F-34	N
	PC-F22-2	R1-PC-F-10	R1-PC-F-34	N
	PC-F22-3	R1-PC-F-10	R1-PC-F-34	N
	PC-F22-4	R1-PC-F-10	R1-PC-F-34	N
	PC-F22-5	R1-PC-F-10	R1-PC-F-35	N
	PC-F22-6	R1-PC-F-10	R1-PC-F-35	N
	PC-F22-7	R1-PC-F-10	R1-PC-F-35	N
	PC-F22-8	R1-PC-F-10	R1-PC-F-35	N
Matthew Filler	PC-F23-1	R1-PC-F-11	R1-PC-F-36	T/V
	PC-F23-2	R1-PC-F-11	R1-PC-F-36	T/V/T/E
	PC-F23-3	R1-PC-F-11	R1-PC-F-36	T
	PC-F23-4	R1-PC-F-11	R1-PC-F-36	T/N
	PC-F23-5	R1-PC-F-12	R1-PC-F-36	N
	PC-F23-6	R1-PC-F-12	R1-PC-F-36	N
	PC-F23-7	R1-PC-F-12	R1-PC-F-36	E
Dr. Thomas Fitzgerald, P.E.	PC-F24-1	R1-PC-F-12	R1-PC-F-37	E
Steve and Jacqueline Fitzpatrick	PC-F25-1	R1-PC-F-13	R1-PC-F-37	D/E
	PC-F25-2	R1-PC-F-13	R1-PC-F-37	T
	PC-F25-3	R1-PC-F-13	R1-PC-F-37	T
James Flanagan	PC-F26-1	R1-PC-F-13	R1-PC-F-38	D
Sylvia Flood	PC-F27-1	R1-PC-F-14	R1-PC-F-38	D/E
Daniel Flores	PC-F28-1	R1-PC-F-14	R1-PC-F-38	E
Elias Flores	PC-F29-1	R1-PC-F-15	R1-PC-F-39	E
Eric Flores	PC-F30-1	R1-PC-F-15	R1-PC-F-39	E
Roberto Flores	PC-F31-1	R1-PC-F-16	R1-PC-F-39	E
Christopher Fonseca	PC-F32-1	R1-PC-F-16	R1-PC-F-39	E/T
Edward H. Foster	PC-F33-1	R1-PC-F-17	R1-PC-F-39	E
Glenn Frank	PC-F34-1	R1-PC-F-17	R1-PC-F-40	E
Charlene Franke	PC-F35-1	R1-PC-F-17	R1-PC-F-40	E
Richard and Charlene Franke	PC-F36-1	R1-PC-F-18	R1-PC-F-40	E/D
	PC-F36-2	R1-PC-F-18	R1-PC-F-40	T
Richard and Charlene Franke	PC-F37-1	R1-PC-F-18	R1-PC-F-41	E/T
Pamela Frankel	PC-F38-1	R1-PC-F-18	R1-PC-F-41	D/E/T
Olga G. Franklin	PC-F39-1	R1-PC-F-19	R1-PC-F-41	E/A/D
	PC-F39-2	R1-PC-F-19	R1-PC-F-42	T

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-F39-3	R1-PC-F-19	R1-PC-F-42	T/R
	PC-F39-4	R1-PC-F-19	R1-PC-F-43	E/R
Marco Frausto	PC-F40-1	R1-PC-F-19	R1-PC-F-43	E
Richard T. Freeman	PC-F41-1	R1-PC-F-20	R1-PC-F-43	E/D
	PC-F41-2	R1-PC-F-20	R1-PC-F-43	E
	PC-F41-3	R1-PC-F-20	R1-PC-F-43	E
	PC-F41-4	R1-PC-F-20	R1-PC-F-43	D
	PC-F41-5	R1-PC-F-20	R1-PC-F-44	D
	PC-F41-6	R1-PC-F-20	R1-PC-F-44	E
	PC-F41-7	R1-PC-F-20	R1-PC-F-44	T
	PC-F41-8	R1-PC-F-20	R1-PC-F-44	A
	PC-F41-9	R1-PC-F-20	R1-PC-F-44	A
	PC-F41-10	R1-PC-F-20	R1-PC-F-44	D/T
	PC-F41-11	R1-PC-F-20	R1-PC-F-45	T
	PC-F41-12	R1-PC-F-20	R1-PC-F-45	T/R
	PC-F41-13	R1-PC-F-21	R1-PC-F-45	D
	PC-F41-14	R1-PC-F-21	R1-PC-F-45	T
	PC-F41-15	R1-PC-F-21	R1-PC-F-45	E/T
Steve French	PC-F42-1	R1-PC-F-22	R1-PC-F-46	E/D
Rosemary Frenkiel	PC-F43-1	R1-PC-F-22	R1-PC-F-46	E/D/T/R
	PC-F43-2	R1-PC-F-22	R1-PC-F-46	E/D/T
Theresa Fresenius	PC-F44-1	R1-PC-F-22	R1-PC-F-46	E/D
	PC-F44-2	R1-PC-F-22	R1-PC-F-46	A
	PC-F44-3	R1-PC-F-22	R1-PC-F-47	N
	PC-F44-4	R1-PC-F-22	R1-PC-F-47	T
	PC-F44-5	R1-PC-F-22	R1-PC-F-47	D
Jeannette Friedland	PC-F45-1	R1-PC-F-23	R1-PC-F-47	E
Dennis Friedrich	PC-F46-1	R1-PC-F-23	R1-PC-F-47	E/D
	PC-F46-2	R1-PC-F-23	R1-PC-F-47	E/D
Janet Friedrich	PC-F47-1	R1-PC-F-23	R1-PC-F-48	E/D
Gilbert Friesse	PC-F48-1	R1-PC-F-23	R1-PC-F-48	E/D/T
Fred and Midori Fujikawa	PC-49-1	R1-PC-F-24	R1-PC-F-48	D/E
	PC-49-2	R1-PC-F-24	R1-PC-F-48	T
	PC-49-3	R1-PC-F-24	R1-PC-F-49	D
	PC-49-4	R1-PC-F-24	R1-PC-F-49	D/E

SUBJECT CODE KEY:

E – Environmental C – Cultural Resources D – Design N – Noise R – Right-of-Way
 H – Hazardous Waste/Materials T – Traffic A – Air Quality V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Barbara Gal	PC-G1-1	R1-PC-G-1	R1-PC-G-38	T
	PC-G1-2	R1-PC-G-1	R1-PC-G-38	N
	PC-G1-3	R1-PC-G-1	R1-PC-G-38	E
Jerry Galbreath	PC-G2-1	R1-PC-G-1	R1-PC-G-38	E
Sergio Galieia	PC-G3-1	R1-PC-G-1	R1-PC-G-39	E
Antonio Gambay	PC-G4-1	R1-PC-G-2	R1-PC-G-39	E
Alex Gamboa	PC-G5-1	R1-PC-G-3	R1-PC-G-39	E
Domingo Garcia	PC-G6-1	R1-PC-G-3	R1-PC-G-40	E
Fred Garcia	PC-G7-1	R1-PC-G-4	R1-PC-G-40	E
Garilyn Garcia-Orta	PC-G8-1	R1-PC-G-4	R1-PC-G-40	E
Pablo Garcia	PC-G9-1	R1-PC-G-5	R1-PC-G-40	E
Ramiro Garcia	PC-G10-1	R1-PC-G-6	R1-PC-G-40	E
Adam Garafalo	PC-G11-1	R1-PC-G-6	R1-PC-G-41	E
Miguel Gastelum	PC-G12-1	R1-PC-G-7	R1-PC-G-41	E
Sergio A. Gaxiola	PC-G13-1	R1-PC-G-7	R1-PC-G-41	E
Mary Lou Garcia	PC-G14-1	R1-PC-G-8	R1-PC-G-41	D
Bill Gekler	PC-G15-1	R1-PC-G-8	R1-PC-G-42	T
	PC-G15-2	R1-PC-G-8	R1-PC-G-42	T
Bill Gekler*	PC-G16-1	R1-PC-G-8	R1-PC-G-42	E
	PC-G16-2	R1-PC-G-8	R1-PC-G-42	T
	PC-G16-3	R1-PC-G-8	R1-PC-G-42	T
	PC-G16-4	R1-PC-G-8	R1-PC-G-43	D
Sandra Genis	PC-G17-1	R1-PC-G-11	R1-PC-G-43	E
	PC-G17-2	R1-PC-G-11	R1-PC-G-43	E
	PC-G17-3	R1-PC-G-11	R1-PC-G-43	E
	PC-G17-4	R1-PC-G-11	R1-PC-G-44	E/R
	PC-G17-5	R1-PC-G-11	R1-PC-G-45	N
	PC-G17-6	R1-PC-G-11	R1-PC-G-45	N
	PC-G17-7	R1-PC-G-12	R1-PC-G-46	N
	PC-G17-8	R1-PC-G-12	R1-PC-G-46	V
	PC-G17-9	R1-PC-G-12	R1-PC-G-47	E
	PC-G17-10	R1-PC-G-12	R1-PC-G-48	E
	PC-G17-11	R1-PC-G-12	R1-PC-G-48	E
Thomas Gibbons	PC-G18-1	R1-PC-G-13	R1-PC-G-48	D
Gloria	PC-G19-1	R1-PC-G-13	R1-PC-G-49	D

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Nathanael Gleason	PC-G20-1	R1-PC-G-14	R1-PC-G-49	E
Frank Godino, D.M.D.	PC-G21-1	R1-PC-G-14	R1-PC-G-49	E
Mark Gole	PC-G22-1	R1-PC-G-15	R1-PC-G-49	D
Simon M. Gomez, Sr.	PC-G23-1	R1-PC-G-15	R1-PC-G-50	E
George Gonzales	PC-G24-1	R1-PC-G-16	R1-PC-G-50	E
Jose G. Gonzales	PC-G25-1	R1-PC-G-16	R1-PC-G-50	E
Bernabe Gonzalez	PC-G26-1	R1-PC-G-17	R1-PC-G-50	E
Eduardo Gonzalez	PC-G27-1	R1-PC-G-17	R1-PC-G-50	E
Jimmy Gonzalez	PC-G28-1	R1-PC-G-18	R1-PC-G-51	E
Juan Gonzalez	PC-G29-1	R1-PC-G-18	R1-PC-G-51	E
Octavio Gonzalez	PC-G30-1	R1-PC-G-19	R1-PC-G-51	E
Robert Gonzalez	PC-G31-1	R1-PC-G-20	R1-PC-G-52	E
Jaime Gorcoa	PC-G32-1	R1-PC-G-20	R1-PC-G-52	E
Harvey and Francine Goodman	PC-G33-1	R1-PC-G-21	R1-PC-G-52	D
	PC-G33-2	R1-PC-G-21	R1-PC-G-53	E
	PC-G33-3	R1-PC-G-21	R1-PC-G-53	A
	PC-G33-4	R1-PC-G-22	R1-PC-G-53	E
	PC-G33-5	R1-PC-G-22	R1-PC-G-54	E
	PC-G33-6	R1-PC-G-22	R1-PC-G-54	V
	PC-G33-7	R1-PC-G-22	R1-PC-G-54	E
Harvey and Francine Goodman	PC-G34-1	R1-PC-G-23	R1-PC-G-55	E
	PC-G34-2	R1-PC-G-23	R1-PC-G-55	D
	PC-G34-3	R1-PC-G-23	R1-PC-G-55	T
	PC-G34-4	R1-PC-G-23	R1-PC-G-56	E
Patricia Goodman	PC-G35-1	R1-PC-G-23	R1-PC-G-56	E
Mary Goulamanian	PC-G36-1	R1-PC-G-24	R1-PC-G-56	E
John Graham	PC-G37-1	R1-PC-G-24	R1-PC-G-56	D
Tom Graham	PC-G38-1	R1-PC-G-25	R1-PC-G-57	T
	PC-G38-2	R1-PC-G-25	R1-PC-G-57	T
	PC-G38-3	R1-PC-G-25	R1-PC-G-58	T
Ralph Jay Grajedo	PC-G39-1	R1-PC-G-25	R1-PC-G-58	E
L. Green	PC-G40-1	R1-PC-G-26	R1-PC-G-58	D
Irwin Greenfield	PC-G41-1	R1-PC-G-26	R1-PC-G-58	E
Laurence Greenfield	PC-G42-1	R1-PC-G-27	R1-PC-G-59	E
Bert Grunseth	PC-G43-1	R1-PC-G-27	R1-PC-G-59	E

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Guardi	PC-G44-1	R1-PC-G-28	R1-PC-G-59	E
Arturo Guillen	PC-G45-1	R1-PC-G-28	R1-PC-G-59	E
Gonzalo Guillen	PC-G46-1	R1-PC-G-29	R1-PC-G-60	E
Gonzalo R. Guillen	PC-G47-1	R1-PC-G-30	R1-PC-G-60	E
Jose Guillen	PC-G48-1	R1-PC-G-31	R1-PC-G-61	E
Jose G. Guillen	PC-G49-1	R1-PC-G-32	R1-PC-G-61	E
Miguel L. Guillen	PC-G50-1	R1-PC-G-33	R1-PC-G-61	E
Felix and Lillian Guo and Family	PC-G51-1	R1-PC-G-33	R1-PC-G-62	T
	PC-G51-2	R1-PC-G-33	R1-PC-G-62	T
	PC-G51-3	R1-PC-G-33	R1-PC-G-62	E
Adalinda Gutierrez	PC-G52-1	R1-PC-G-34	R1-PC-G-62	D
Adalinda Gutierrez	PC-G53-1	R1-PC-G-34	R1-PC-G-62	E
Adalinda Gutierrez	PC-G54-1	R1-PC-G-34	R1-PC-G-63	E/D
Adalinda Gutierrez	PC-G55-1	R1-PC-G-34	R1-PC-G-63	E/R
Adalinda Gutierrez	PC-G56-1	R1-PC-G-34	R1-PC-G-63	E/D
Adalinda Gutierrez	PC-G57-1	R1-PC-G-34	R1-PC-G-63	E/T
Adalinda Gutierrez	PC-G58-1	R1-PC-G-35	R1-PC-G-64	D
Adalinda Gutierrez	PC-G59-1	R1-PC-G-35	R1-PC-G-64	D
Lisa Gutierrez	PC-G60-1	R1-PC-G-35	R1-PC-G-64	D
Rosemary Gutierrez	PC-G61-1	R1-PC-G-35	R1-PC-G-64	E
Beth M. Guzman	PC-G62-1	R1-PC-G-36	R1-PC-G-65	E
	PC-G62-2	R1-PC-G-36	R1-PC-G-65	D
	PC-G62-3	R1-PC-G-36	R1-PC-G-65	E
	PC-G62-4	R1-PC-G-36	R1-PC-G-65	T
Paul Guzman	PC-G63-1	R1-PC-G-37	R1-PC-G-65	E
Donald H. Haddock	PC-H1-1	R1-PC-H-1	R1-PC-H-27	E/D
	PC-H1-2	R1-PC-H-1	R1-PC-H-27	E
Donald H. Haddock	PC-H2-1	R1-PC-H-1	R1-PC-H-27	E/D
Patrick Halbert	PC-H3-1	R1-PC-H-2	R1-PC-H-27	N/D
	PC-H3-2	R1-PC-H-2	R1-PC-H-28	D
	PC-H3-3	R1-PC-H-2	R1-PC-H-28	E/D
	PC-H3-4	R1-PC-H-2	R1-PC-H-28	E
Ruth G. Hallett	PC-H4-1	R1-PC-H-2	R1-PC-H-28	D
	PC-H4-2	R1-PC-H-2	R1-PC-H-29	D
	PC-H4-3	R1-PC-H-2	R1-PC-H-29	E

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Michelle Halligan	PC-H5-1	R1-PC-H-3	R1-PC-H-29	E
	PC-H5-2	R1-PC-H-3	R1-PC-H-29	E
Dan Happoldt	PC-H6-1	R1-PC-H-3	R1-PC-H-30	N
	PC-H6-2	R1-PC-H-3	R1-PC-H-31	T
Claudia Harden	PC-H7-1	R1-PC-H-4	R1-PC-H-31	N/D
	PC-H7-2	R1-PC-H-4	R1-PC-H-31	E/D
	PC-H7-3	R1-PC-H-4	R1-PC-H-31	E/D
	PC-H7-4	R1-PC-H-4	R1-PC-H-32	E/D
Betts Harley	PC-H8-1	R1-PC-H-4	R1-PC-H-32	E/D/T
Lloyd Haring	PC-H9-1	R1-PC-H-4	R1-PC-H-32	E
Rebecca Haring	PC-H10-1	R1-PC-H-5	R1-PC-H-32	E
Nick Harris	PC-H11-1	R1-PC-H-5	R1-PC-H-33	D
Richard Harrison	PC-H12-1	R1-PC-H-6	R1-PC-H-33	E
Reem Hashem	PC-H13-1	R1-PC-H-6	R1-PC-H-33	E
	PC-H13-2	R1-PC-H-6	R1-PC-H-33	E
	PC-H13-3	R1-PC-H-6	R1-PC-H-34	E
	PC-H13-4	R1-PC-H-6	R1-PC-H-34	E
	PC-H13-5	R1-PC-H-6	R1-PC-H-34	E
	PC-H13-6	R1-PC-H-6	R1-PC-H-34	T
	PC-H13-7	R1-PC-H-6	R1-PC-H-34	E
	PC-H13-8	R1-PC-H-6	R1-PC-H-34	E
William Haslett	PC-H14-1	R1-PC-H-7	R1-PC-H-34	N/D
	PC-H14-2	R1-PC-H-7	R1-PC-H-36	A
	PC-H14-3	R1-PC-H-7	R1-PC-H-36	T
	PC-H14-4	R1-PC-H-7	R1-PC-H-36	E
	PC-H14-5	R1-PC-H-7	R1-PC-H-36	D
Carol Hayes	PC-H15-1	R1-PC-H-7	R1-PC-H-37	D
Jennifer Hayter	PC-H16-1	R1-PC-H-8	R1-PC-H-37	N/D/A/ E/T
Heather	PC-H17-1	R1-PC-H-8	R1-PC-H-37	E
Patricia Joan Hemphill	PC-H18-1	R1-PC-H-8	R1-PC-H-38	E/N/A
Dave Henderson	PC-H19-1	R1-PC-H-9	R1-PC-H-38	E
Nidia Henriquez	PC-H20-1	R1-PC-H-9	R1-PC-H-38	E
Jason Herbert	PC-H21-1	R1-PC-H-10	R1-PC-H-38	E
Christian Herc	PC-H22-1	R1-PC-H-10	R1-PC-H-39	E

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Antonio Hernandez	PC-H23-1	R1-PC-H-11	R1-PC-H-39	E
Felipp Hernandez	PC-H24-1	R1-PC-H-11	R1-PC-H-39	E
Gerardo Hernandez	PC-H25-1	R1-PC-H-12	R1-PC-H-40	E
Jose Luis Hernandez	PC-H26-1	R1-PC-H-13	R1-PC-H-40	E
Ramiro Hernandez	PC-H27-1	R1-PC-H-14	R1-PC-H-40	E
Ray S. Hernandez	PC-H28-1	R1-PC-H-14	R1-PC-H-41	E
Mary, Joe, Angelina, Joseph, Stone, Gavin, Natalie, and Cash Herrera	PC-H29-1	R1-PC-H-15	R1-PC-H-41	D
Garry and Kathleen Herron	PC-H30-1	R1-PC-H-15	R1-PC-H-41	N/E/D/ A
Diane Hill	PC-H31-1	R1-PC-H-16	R1-PC-H-42	A/V/N/ T
Richard Hilliker	PC-H32-1	R1-PC-H-16	R1-PC-H-42	E
Michael Hoag	PC-H33-1	R1-PC-H-16	R1-PC-H-42	E
Fran S. Hogordi	PC-H34-1	R1-PC-H-17	R1-PC-H-43	D
Matthew B. Holbrook	PC-H35-1	R1-PC-H-17	R1-PC-H-43	E
Deborah Holzhauer	PC-H36-1	R1-PC-H-18	R1-PC-H-43	E/T
	PC-H36-2	R1-PC-H-18	R1-PC-H-43	T
	PC-H36-3	R1-PC-H-18	R1-PC-H-44	E
Matthew Hough	PC-H37-1	R1-PC-H-18	R1-PC-H-44	E
Antonio A. Huerta	PC-H38-1	R1-PC-H-19	R1-PC-H-44	E
Maria and David Huang	PC-H39-1	R1-PC-H-19	R1-PC-H-44	N/D
Mr. and Mrs. Arthur Huey	PC-H40-1	R1-PC-H-20	R1-PC-H-44	N/D
	PC-H40-2	R1-PC-H-20	R1-PC-H-45	T
	PC-H40-3	R1-PC-H-20	R1-PC-H-45	N/D
Debbie Hults	PC-H41-1	R1-PC-H-20	R1-PC-H-45	D
	PC-H41-2	R1-PC-H-20	R1-PC-H-45	E
	PC-H41-3	R1-PC-H-20	R1-PC-H-45	T
Debra Hults	PC-H42-1	R1-PC-H-21	R1-PC-H-46	D
John V. Humphrey	PC-H43-1	R1-PC-H-21	R1-PC-H-46	E
	PC-H43-2	R1-PC-H-21	R1-PC-H-46	V
	PC-H43-3	R1-PC-H-21	R1-PC-H-46	N
	PC-H43-4	R1-PC-H-21	R1-PC-H-47	D
	PC-H43-5	R1-PC-H-21	R1-PC-H-47	N/A
	PC-H43-6	R1-PC-H-21	R1-PC-H-48	N/R
	PC-H43-7	R1-PC-H-21	R1-PC-H-48	E/R

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-H43-8	R1-PC-H-21	R1-PC-H-48	T/R
	PC-H43-9	R1-PC-H-22	R1-PC-H-48	D
	PC-H43-10	R1-PC-H-22	R1-PC-H-49	T
	PC-H43-11	R1-PC-H-22	R1-PC-H-49	T
	PC-H43-12	R1-PC-H-22	R1-PC-H-49	T
	PC-H43-13	R1-PC-H-22	R1-PC-H-49	E/D
	PC-H43-14	R1-PC-H-22	R1-PC-H-49	N
	PC-H43-15	R1-PC-H-22	R1-PC-H-50	D
	PC-H43-16	R1-PC-H-22	R1-PC-H-50	N
	PC-H43-17	R1-PC-H-22	R1-PC-H-50	D
	PC-H43-18	R1-PC-H-22	R1-PC-H-50	A
	PC-H43-19	R1-PC-H-22	R1-PC-H-50	E
	PC-H43-20	R1-PC-H-22	R1-PC-H-50	E
	PC-H43-21	R1-PC-H-22	R1-PC-H-50	D/R
	PC-H43-22	R1-PC-H-22	R1-PC-H-50	T/E
	PC-H43-23	R1-PC-H-23	R1-PC-H-51	E
Terry and Lisa Humphrey	PC-H44-1	R1-PC-H-23	R1-PC-H-51	D
	PC-H44-2	R1-PC-H-23	R1-PC-H-51	E
	PC-H44-3	R1-PC-H-24	R1-PC-H-51	N
	PC-H44-4	R1-PC-H-24	R1-PC-H-51	A
	PC-H44-5	R1-PC-H-24	R1-PC-H-51	D
	PC-H44-6	R1-PC-H-24	R1-PC-H-51	T
	PC-H44-7	R1-PC-H-24	R1-PC-H-51	D
Nancy Hunsaker	PC-H45-1	R1-PC-H-24	R1-PC-H-52	D/E
Nancy Hunsaker	PC-H46-1	R1-PC-H-24	R1-PC-H-52	E/N/A
Gene Hutchins	PC-H47-1	R1-PC-H-25	R1-PC-H-52	A/V/N/ T
Kim-Yen Huynh	PC-H48-1	R1-PC-H-25	R1-PC-H-53	E
Mickey Huynh	PC-H49-1	R1-PC-H-26	R1-PC-H-53	T
Margarete Iannelli	PC-I1-1	R1-PC-I-1	R1-PC-I-3	E
	PC-I1-2	R1-PC-I-1	R1-PC-I-3	T
	PC-I1-3	R1-PC-I-1	R1-PC-I-3	T
Michael Ignatius*	PC-I2-1	R1-PC-I-1	R1-PC-I-3	E/D
	PC-I2-2	R1-PC-I-1	R1-PC-I-4	D
	PC-I2-3	R1-PC-I-1	R1-PC-I-4	V

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-I2-4	R1-PC-I-1	R1-PC-I-4	A
	PC-I2-5	R1-PC-I-1	R1-PC-I-4	E
	PC-I2-6	R1-PC-I-1	R1-PC-I-4	T
Paul T. Ikuta, M.D.	PC-I3-1	R1-PC-I-2	R1-PC-I-4	A
Marcelo Isais	PC-I4-1	R1-PC-I-2	R1-PC-I-5	E
Myron (Mike) Jacobs	PC-J1-1	R1-PC-J-1	R1-PC-J-9	E
Myron Jacobs and Family	PC-J2-1	R1-PC-J-1	R1-PC-J-9	E/T
Myron G. Jacobs	PC-J3-1	R1-PC-J-1	R1-PC-J-9	E
	PC-J3-2	R1-PC-J-1	R1-PC-J-9	T
Robert James	PC-J4-1	R1-PC-J-2	R1-PC-J-10	E
Talmow L. James	PC-J5-1	R1-PC-J-2	R1-PC-J-10	E
Jan	PC-J6-1	R1-PC-J-3	R1-PC-J-10	E
Sean Jaspersen	PC-J7-1	R1-PC-J-3	R1-PC-J-10	E
Tom Jatich	PC-J8-1	R1-PC-J-3	R1-PC-J-10	E
	PC-J8-2	R1-PC-J-3	R1-PC-J-11	T
Raymond Jacuinde	PC-J9-1	R1-PC-J-4	R1-PC-J-11	E
Jose Orozco Jimenez	PC-J10-1	R1-PC-J-4	R1-PC-J-11	E
Tim M. Johnson, CPA	PC-J11-1	R1-PC-J-5	R1-PC-J-11	E
	PC-J11-2	R1-PC-J-5	R1-PC-J-12	T
	PC-J11-3	R1-PC-J-5	R1-PC-J-12	T
Darrell Johnston	PC-J12-1	R1-PC-J-5	R1-PC-J-12	E
Richard “Dick” Jolly	PC-J13-1	R1-PC-J-6	R1-PC-J-12	E
	PC-J13-2	R1-PC-J-6	R1-PC-J-13	T
	PC-J13-3	R1-PC-J-6	R1-PC-J-13	D
Geri Jones	PC-J14-1	R1-PC-J-6	R1-PC-J-13	E
Robin Norman Jones	PC-J15-1	R1-PC-J-6	R1-PC-J-13	N
Gonzalez Jose	PC-J16-1	R1-PC-J-7	R1-PC-J-14	E
Cheri Jordan	PC-J17-1	R1-PC-J-7	R1-PC-J-14	E
Lisa Jordan	PC-J18-1	R1-PC-J-8	R1-PC-J-14	E
Gale and Terry Jurgensen	PC-J19-1	R1-PC-J-8	R1-PC-J-14	E/T
Gale and Terry Jurgensen	PC-J20-1	R1-PC-J-8	R1-PC-J-15	E/T
Nancy Weintraub and David Kahn	PC-K1-1	R1-PC-K-1	R1-PC-K-11	E/D
	PC-K1-2	R1-PC-K-1	R1-PC-K-11	T
	PC-K1-3	R1-PC-K-1	R1-PC-K-11	T
	PC-K1-4	R1-PC-K-1	R1-PC-K-11	E/R

SUBJECT CODE KEY:

E – Environmental

C – Cultural Resources

D – Design

N – Noise

R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Eddy Karam	PC-K2-1	R1-PC-K-1	R1-PC-K-11	T
	PC-K2-2	R1-PC-K-1	R1-PC-K-12	T
Hart Keeble	PC-K3-1	R1-PC-K-2	R1-PC-K-12	E
Hart Keeble	PC-K4-1	R1-PC-K-2	R1-PC-K-12	E
Paul D. Kelly	PC-K5-1	R1-PC-K-3	R1-PC-K-12	E/T
Paul Kendrick	PC-K6-1	R1-PC-K-3	R1-PC-K-12	E
Wiley Kennedy	PC-K7-1	R1-PC-K-4	R1-PC-K-13	E
Brian and Claire Kibler	PC-K8-1	R1-PC-K-4	R1-PC-K-13	A/N/T
	PC-K8-2	R1-PC-K-4	R1-PC-K-13	T
James Kimmel	PC-K9-1	R1-PC-K-4	R1-PC-K-13	N/T
	PC-K9-2	R1-PC-K-4	R1-PC-K-14	T
	PC-K9-3	R1-PC-K-4	R1-PC-K-14	A
Julie K. and James R. Kimmel	PC-K10-1	R1-PC-K-5	R1-PC-K-14	N/T
	PC-K10-2	R1-PC-K-5	R1-PC-K-14	T
	PC-K10-3	R1-PC-K-5	R1-PC-K-14	A
James R. and Julie K. Kimmel, RN	PC-K11-1	R1-PC-K-5	R1-PC-K-15	N/T
	PC-K11-2	R1-PC-K-5	R1-PC-K-15	T
	PC-K11-3	R1-PC-K-5	R1-PC-K-15	A
James R. and Julie K. Kimmel, RN	PC-K12-1	R1-PC-K-6	R1-PC-K-15	D
	PC-K12-2	R1-PC-K-6	R1-PC-K-15	T
	PC-K12-3	R1-PC-K-6	R1-PC-K-15	T
	PC-K12-4	R1-PC-K-6	R1-PC-K-15	A
	PC-K12-5	R1-PC-K-6	R1-PC-K-15	E
Robert and Lois Kimmerle	PC-K13-1	R1-PC-K-6	R1-PC-K-16	E
William J. Kirland	PC-K14-1	R1-PC-K-7	R1-PC-K-16	D
	PC-K14-2	R1-PC-K-7	R1-PC-K-16	E/D/T
Jane Kirland	PC-K15-1	R1-PC-K-7	R1-PC-K-16	D
	PC-K15-2	R1-PC-K-7	R1-PC-K-17	E/D/T
Lori Singer Kisler	PC-K16-1	R1-PC-K-7	R1-PC-K-17	E
Lori Singer Kisler	PC-K17-1	R1-PC-K-8	R1-PC-K-17	E/D
	PC-K17-2	R1-PC-K-8	R1-PC-K-17	T
Paul Klevgard, Ph.D.	PC-K18-1	R1-PC-K-8	R1-PC-K-18	E
Terrell E. Koken	PC-K19-1	R1-PC-K-8	R1-PC-K-18	T
	PC-K19-2	R1-PC-K-8	R1-PC-K-18	T
Terrell E. Koken	PC-K20-1	R1-PC-K-9	R1-PC-K-18	E/T

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Terrell E. Koken	PC-K21-1	R1-PC-K-9	R1-PC-K-19	E/T
Mel Kong	PC-K22-1	R1-PC-K-9	R1-PC-K-19	T
Jeffrey Konshak	PC-K23-1	R1-PC-K-9	R1-PC-K-20	N
	PC-K23-2	R1-PC-K-9	R1-PC-K-21	N
	PC-K23-3	R1-PC-K-10	R1-PC-K-21	N
	PC-K23-4	R1-PC-K-10	R1-PC-K-21	N
Ken Kropf	PC-K24-1	R1-PC-K-10	R1-PC-K-21	T
Karen Kupfer	PC-K25-1	R1-PC-K-10	R1-PC-K-22	E/T
Leslie La Berge*	PC-L1-1	R1-PC-L-1	R1-PC-L-41	E
Marcel Lacelle	PC-L2-1	R1-PC-L-1	R1-PC-L-41	N
Pauline Lacelle	PC-L3-1	R1-PC-L-2	R1-PC-L-41	E
	PC-L3-2	R1-PC-L-2	R1-PC-L-41	N
	PC-L3-3	R1-PC-L-2	R1-PC-L-41	T
	PC-L3-4	R1-PC-L-2	R1-PC-L-42	T
	PC-L3-5	R1-PC-L-2	R1-PC-L-42	E
Jeanine Lambert	PC-L4-1	R1-PC-L-3	R1-PC-L-42	E/D
Ailsa Lambert	PC-L5-1	R1-PC-L-3	R1-PC-L-42	E/D
Rae M. Langdale	PC-L6-1	R1-PC-L-3	R1-PC-L-43	E/D/T
Rodney G. Larson	PC-L7-1	R1-PC-L-4	R1-PC-L-43	E
Cynthia Laurence	PC-L8-1	R1-PC-L-4	R1-PC-L-43	E
	PC-L8-2	R1-PC-L-4	R1-PC-L-43	T
	PC-L8-3	R1-PC-L-4	R1-PC-L-43	T
	PC-L8-4	R1-PC-L-4	R1-PC-L-44	T
	PC-L8-5	R1-PC-L-4	R1-PC-L-44	T
Neal Lauron	PC-L9-1	R1-PC-L-5	R1-PC-L-44	E
Jenea Lawley	PC-L10-1	R1-PC-L-5	R1-PC-L-44	D
	PC-L10-2	R1-PC-L-5	R1-PC-L-44	A
	PC-L10-3	R1-PC-L-5	R1-PC-L-45	E
	PC-L10-4	R1-PC-L-5	R1-PC-L-45	A
Mitzi C. Lawrence	PC-L11-1	R1-PC-L-6	R1-PC-L-45	D
	PC-L11-2	R1-PC-L-6	R1-PC-L-45	D
Anh-Tuan Le, PE	PC-L12-1	R1-PC-L-6	R1-PC-L-45	E
	PC-L12-2	R1-PC-L-6	R1-PC-L-46	T
	PC-L12-3	R1-PC-L-6	R1-PC-L-46	A
	PC-L12-4	R1-PC-L-6	R1-PC-L-46	T

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-L12-5	R1-PC-L-7	R1-PC-L-46	T
	PC-L12-6	R1-PC-L-7	R1-PC-L-46	T
	PC-L12-7	R1-PC-L-7	R1-PC-L-46	D
Kim Le	PC-L13-1	R1-PC-L-7	R1-PC-L-46	E
Modesto L. Leal	PC-L14-1	R1-PC-L-8	R1-PC-L-47	E
Royelio Leal	PC-L15-1	R1-PC-L-9	R1-PC-L-47	E
Lorrie Le Cou	PC-L16-1	R1-PC-L-9	R1-PC-L-47	D
	PC-L16-2	R1-PC-L-9	R1-PC-L-47	D
	PC-L16-3	R1-PC-L-9	R1-PC-L-48	E
	PC-L16-4	R1-PC-L-9	R1-PC-L-48	N
	PC-L16-5	R1-PC-L-9	R1-PC-L-49	A
	PC-L16-6	R1-PC-L-9	R1-PC-L-49	D
	PC-L16-7	R1-PC-L-9	R1-PC-L-49	T
	PC-L16-8	R1-PC-L-9	R1-PC-L-49	E
	PC-L16-9	R1-PC-L-10	R1-PC-L-49	E
Byung Lee, General Manager	PC-L17-1	R1-PC-L-10	R1-PC-L-50	E
Ruby W. Lee	PC-L18-1	R1-PC-L-10	R1-PC-L-50	D
	PC-L18-2	R1-PC-L-10	R1-PC-L-50	E
	PC-L18-3	R1-PC-L-10	R1-PC-L-50	T
	PC-L18-4	R1-PC-L-10	R1-PC-L-50	T
	PC-L18-5	R1-PC-L-10	R1-PC-L-50	E
Wayne and Robin Leffler	PC-L19-1	R1-PC-L-11	R1-PC-L-51	D/E/T
	PC-L19-2	R1-PC-L-11	R1-PC-L-51	E
Gigi Leiby	PC-L20-1	R1-PC-L-11	R1-PC-L-51	E
	PC-L20-2	R1-PC-L-11	R1-PC-L-51	T
	PC-L20-3	R1-PC-L-11	R1-PC-L-51	E
Margarito Lemus	PC-L21-1	R1-PC-L-12	R1-PC-L-52	E
Domingo Leon	PC-L22-1	R1-PC-L-12	R1-PC-L-52	E
	PC-L22-2	R1-PC-L-12	R1-PC-L-52	D
	PC-L22-3	R1-PC-L-12	R1-PC-L-52	D
	PC-L22-4	R1-PC-L-12	R1-PC-L-52	E
	PC-L22-5	R1-PC-L-12	R1-PC-L-52	T
	PC-L22-6	R1-PC-L-12	R1-PC-L-52	T
	PC-L22-7	R1-PC-L-13	R1-PC-L-52	D
Tony Leonardo	PC-L23-1	R1-PC-L-14	R1-PC-L-53	E

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Tom Leonardo, Jr.	PC-L24-1	R1-PC-L-15	R1-PC-L-53	E
Sue Lester	PC-L25-1	R1-PC-L-15	R1-PC-L-54	E
	PC-L25-2	R1-PC-L-15	R1-PC-L-54	E
Susan L. Lester	PC-L26-1	R1-PC-L-16	R1-PC-L-54	E
	PC-L26-2	R1-PC-L-16	R1-PC-L-54	E
Jackie Leung	PC-L27-1	R1-PC-L-16	R1-PC-L-54	T
	PC-L27-2	R1-PC-L-16	R1-PC-L-55	A/R
	PC-L27-3	R1-PC-L-16	R1-PC-L-57	E
Joe Leung	PC-L28-1	R1-PC-L-17	R1-PC-L-57	T
	PC-L28-2	R1-PC-L-17	R1-PC-L-57	A
	PC-L28-3	R1-PC-L-17	R1-PC-L-57	E
Shane Levoit	PC-L29-1	R1-PC-L-17	R1-PC-L-57	E
Roger Libasora	PC-L30-1	R1-PC-L-18	R1-PC-L-58	E
Richard Licerio	PC-L31-1	R1-PC-L-18	R1-PC-L-58	E
Mike Lilly	PC-L32-1	R1-PC-L-19	R1-PC-L-58	E
Adam Littig	PC-L33-1	R1-PC-L-19	R1-PC-L-58	E/R
	PC-L33-2	R1-PC-L-19	R1-PC-L-59	T
	PC-L33-3	R1-PC-L-20	R1-PC-L-59	E
	PC-L33-4	R1-PC-L-20	R1-PC-L-59	E
	PC-L33-5	R1-PC-L-20	R1-PC-L-59	E
	PC-L33-6	R1-PC-L-21	R1-PC-L-59	E
	PC-L33-7	R1-PC-L-21	R1-PC-L-59	E
Adam Littig	PC-L34-1	R1-PC-L-21	R1-PC-L-59	T
Adam Littig	PC-L35-1	R1-PC-L-21	R1-PC-L-59	D
Adam Littig	PC-L36-1	R1-PC-L-21	R1-PC-L-60	D
Adam Littig	PC-L37-1	R1-PC-L-21	R1-PC-L-60	D
Adam Littig	PC-L38-1	R1-PC-L-22	R1-PC-L-60	D
Adam Littig	PC-L39-1	R1-PC-L-22	R1-PC-L-60	E
Adam Littig	PC-L40-1	R1-PC-L-22	R1-PC-L-61	E
Adam Littig	PC-L41-1	R1-PC-L-22	R1-PC-L-61	T
Adam Littig	PC-L42-1	R1-PC-L-22	R1-PC-L-61	T
Adam Littig	PC-L43-1	R1-PC-L-22	R1-PC-L-61	E
Adam Littig	PC-L44-1	R1-PC-L-22	R1-PC-L-62	E/R
Adam Littig	PC-L45-1	R1-PC-L-23	R1-PC-L-62	E
Frank Lomonico	PC-L46-1	R1-PC-L-23	R1-PC-L-63	E

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Van Loney	PC-L47-1	R1-PC-L-24	R1-PC-L-63	D
Kyle Lonsberry	PC-L48-1	R1-PC-L-24	R1-PC-L-64	E
Angel V. Lopez	PC-L49-1	R1-PC-L-25	R1-PC-L-64	E
Austreberto G. Lopez	PC-L50-1	R1-PC-L-26	R1-PC-L-64	E
Cirinco Z. Lopez	PC-L51-1	R1-PC-L-27	R1-PC-L-65	E
David Lopez	PC-L52-1	R1-PC-L-27	R1-PC-L-65	E
Felipe S. Lopez	PC-L53-1	R1-PC-L-28	R1-PC-L-65	E
Gyorany Lopez	PC-L54-1	R1-PC-L-29	R1-PC-L-66	E
Ismael Lopez	PC-L55-1	R1-PC-L-29	R1-PC-L-66	E
Jesus A. Leal Lopez	PC-L56-1	R1-PC-L-30	R1-PC-L-66	E
Jorge Lopez	PC-L57-1	R1-PC-L-31	R1-PC-L-66	E
Jose L. Lopez	PC-L58-1	R1-PC-L-31	R1-PC-L-67	E
Manual Lopez	PC-L59-1	R1-PC-L-32	R1-PC-L-67	E
Mark Lopez	PC-L60-1	R1-PC-L-33	R1-PC-L-67	E
Ramon Lopez	PC-L61-1	R1-PC-L-33	R1-PC-L-68	E
Ramon L. Lopez	PC-L62-1	R1-PC-L-34	R1-PC-L-68	E
Rigoberto Lopez	PC-L63-1	R1-PC-L-35	R1-PC-L-68	E
Victor A. Lopez	PC-L64-1	R1-PC-L-35	R1-PC-L-68	E
Tim Lough	PC-L65-1	R1-PC-L-36	R1-PC-L-69	E
	PC-L65-2	R1-PC-L-36	R1-PC-L-69	E
Andrea Erickson Lowery	PC-L66-1	R1-PC-L-36	R1-PC-L-69	E/R
Michael Chavez Loza	PC-L67-1	R1-PC-L-36	R1-PC-L-70	E
Kris Ludington	PC-L68-1	R1-PC-L-37	R1-PC-L-70	E
	PC-L68-2	R1-PC-L-37	R1-PC-L-70	N
	PC-L68-3	R1-PC-L-37	R1-PC-L-71	T
	PC-L68-4	R1-PC-L-37	R1-PC-L-71	T
	PC-L68-5	R1-PC-L-37	R1-PC-L-71	E
	PC-L68-6	R1-PC-L-37	R1-PC-L-71	E/R
	PC-L68-7	R1-PC-L-37	R1-PC-L-72	E
Robert and Eva Lujan	PC-L69-1	R1-PC-L-37	R1-PC-L-72	A
Elias Luna	PC-L70-1	R1-PC-L-37	R1-PC-L-72	E
Rudy Luna	PC-L71-1	R1-PC-L-38	R1-PC-L-72	E
Esther Lurwig	PC-L72-1	R1-PC-L-38	R1-PC-L-72	D
	PC-L72-2	R1-PC-L-38	R1-PC-L-73	T
	PC-L72-3	R1-PC-L-38	R1-PC-L-73	T

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-L72-4	R1-PC-L-39	R1-PC-L-73	T
	PC-L72-5	R1-PC-L-39	R1-PC-L-73	A
	PC-L72-6	R1-PC-L-39	R1-PC-L-74	T
	PC-L72-7	R1-PC-L-39	R1-PC-L-74	D
Mrs. Trinna A. Lytle	PC-L73-1	R1-PC-L-39	R1-PC-L-74	D
	PC-L73-2	R1-PC-L-40	R1-PC-L-74	A/N
	PC-L73-3	R1-PC-L-40	R1-PC-L-75	A/N
	PC-L73-4	R1-PC-L-40	R1-PC-L-75	D
	PC-L73-5	R1-PC-L-40	R1-PC-L-75	E
Patricia E. Fusco and Ron MacDonald	PC-M1-1	R1-PC-M-1	R1-PC-M-45	E/D
	PC-M1-2	R1-PC-M-1	R1-PC-M-45	T
	PC-M1-3	R1-PC-M-1	R1-PC-M-45	D
	PC-M1-4	R1-PC-M-1	R1-PC-M-45	T
	PC-M1-5	R1-PC-M-1	R1-PC-M-45	E
	PC-M1-6	R1-PC-M-1	R1-PC-M-46	E
	PC-M1-7	R1-PC-M-1	R1-PC-M-46	E/D
Glen MacLeod	PC-M2-1	R1-PC-M-1	R1-PC-M-46	E
Jenny Madia	PC-M3-1	R1-PC-M-2	R1-PC-M-46	E
Eddie Madrid	PC-M4-1	R1-PC-M-2	R1-PC-M-46	E
Hector Madrigal	PC-M5-1	R1-PC-M-3	R1-PC-M-47	E
Ramon Magana	PC-M6-1	R1-PC-M-3	R1-PC-M-47	E
Chuck Magie	PC-M7-1	R1-PC-M-4	R1-PC-M-47	E
C.M. Mahrer	PC-M8-1	R1-PC-M-4	R1-PC-M-47	E/D
	PC-M8-2	R1-PC-M-4	R1-PC-M-48	T
Philip Mainset	PC-M9-1	R1-PC-M-5	R1-PC-M-48	E/D
	PC-M9-2	R1-PC-M-5	R1-PC-M-48	T
Carol Lee Manary	PC-M10-1	R1-PC-M-5	R1-PC-M-48	E/T
Hernandez Manuel	PC-M11-1	R1-PC-M-6	R1-PC-M-49	E
Susan Manzo	PC-M12-1	R1-PC-M-6	R1-PC-M-49	E/T/D
George Margo, Jr.	PC-M13-1	R1-PC-M-7	R1-PC-M-49	E
Gildardo Marquez	PC-M14-1	R1-PC-M-7	R1-PC-M-50	E
Patricia Marquez	PC-M15-1	R1-PC-M-8	R1-PC-M-50	E/D
Roger Marquez	PC-M16-1	R1-PC-M-8	R1-PC-M-50	E
Carolyn A. Marr	PC-M17-1	R1-PC-M-9	R1-PC-M-50	E
Bill Marr	PC-M18-1	R1-PC-M-9	R1-PC-M-50	E/T/r

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-M18-2	R1-PC-M-9	R1-PC-M-51	E/T
Gary Marshall	PC-M19-1	R1-PC-M-9	R1-PC-M-52	N
	PC-M19-2	R1-PC-M-9	R1-PC-M-52	N
	PC-M19-3	R1-PC-M-9	R1-PC-M-52	N
	PC-M19-4	R1-PC-M-9	R1-PC-M-52	N
Lori Marshall	PC-M20-1	R1-PC-M-9	R1-PC-M-53	N
Debbie Marsteller	PC-M21-1	R1-PC-M-10	R1-PC-M-53	E
	PC-M21-2	R1-PC-M-10	R1-PC-M-53	N
	PC-M21-3	R1-PC-M-10	R1-PC-M-53	E/D
Flo Martin	PC-M22-1	R1-PC-M-10	R1-PC-M-53	E
Florence N. Martin	PC-M23-1	R1-PC-M-10	R1-PC-M-54	E
Felix Martinez	PC-M24-1	R1-PC-M-11	R1-PC-M-54	E
Jacob Martinez	PC-M25-1	R1-PC-M-11	R1-PC-M-54	E
Victor Martinez	PC-M26-1	R1-PC-M-12	R1-PC-M-54	E
S. Matalon	PC-M27-1	R1-PC-M-12	R1-PC-M-54	E
Sean Matranga	PC-M28-1	R1-PC-M-12	R1-PC-M-55	E
Pat Matsubara	PC-M29-1	R1-PC-M-13	R1-PC-M-55	E/T
	PC-M29-2	R1-PC-M-13	R1-PC-M-55	E/D
	PC-M29-3	R1-PC-M-13	R1-PC-M-55	E
	PC-M29-4	R1-PC-M-13	R1-PC-M-55	E/T
Gayle Matsubara	PC-M30-1	R1-PC-M-13	R1-PC-M-55	T
	PC-M30-2	R1-PC-M-13	R1-PC-M-56	E
	PC-M30-3	R1-PC-M-13	R1-PC-M-56	A/N
	PC-M30-4	R1-PC-M-14	R1-PC-M-56	D
	PC-M30-5	R1-PC-M-14	R1-PC-M-56	E
Donald W. McClain	PC-M31-1	R1-PC-M-14	R1-PC-M-57	A/D
Mark-David McCool and Family	PC-M32-1	R1-PC-M-15	R1-PC-M-57	A/V/N/T
	PC-M32-2	R1-PC-M-15	R1-PC-M-57	E
Cynthia McDonald	PC-M33-1	R1-PC-M-15	R1-PC-M-57	A/D
	PC-M33-2	R1-PC-M-15	R1-PC-M-58	A/N
	PC-M33-3	R1-PC-M-15	R1-PC-M-58	D
Joan McEvoy	PC-M34-1	R1-PC-M-16	R1-PC-M-58	T
Andy McGlasson	PC-M35-1	R1-PC-M-16	R1-PC-M-58	E
Wayne and Carole McLaughlin	PC-M36-1	R1-PC-M-17	R1-PC-M-59	D/E

SUBJECT CODE KEY:

E – Environmental

C – Cultural Resources

D – Design

N – Noise

R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-M36-2	R1-PC-M-17	R1-PC-M-59	D
Michele McLeod	PC-M37-1	R1-PC-M-17	R1-PC-M-59	D
M.G. McNally	PC-M38-1	R1-PC-M-18	R1-PC-M-59	T
	PC-M38-2	R1-PC-M-18	R1-PC-M-60	T
	PC-M38-3	R1-PC-M-18	R1-PC-M-60	T
Manuel Mecado	PC-M39-1	R1-PC-M-18	R1-PC-M-60	E
Manuel M. Galvez	PC-M40-1	R1-PC-M-19	R1-PC-M-60	E
Miranda Megrđichian	PC-M41-1	R1-PC-M-19	R1-PC-M-60	E
Alex Mejia	PC-M42-1	R1-PC-M-20	R1-PC-M-61	E
Rafael Mendez	PC-M43-1	R1-PC-M-20	R1-PC-M-61	E
Ricardo Mendez	PC-M44-1	R1-PC-M-21	R1-PC-M-61	E
Jose Mendoza	PC-M45-1	R1-PC-M-21	R1-PC-M-61	E
Ramon Mendoza	PC-M46-1	R1-PC-M-22	R1-PC-M-61	E
Silvano G. Mendoza	PC-M47-1	R1-PC-M-23	R1-PC-M-62	E
Arlene K. Mercer	PC-M48-1	R1-PC-M-23	R1-PC-M-62	T
	PC-M48-2	R1-PC-M-23	R1-PC-M-62	T
	PC-M48-3	R1-PC-M-23	R1-PC-M-63	E
	PC-M48-4	R1-PC-M-23	R1-PC-M-63	A/N/D
	PC-M48-5	R1-PC-M-24	R1-PC-M-63	T/D
Terry Mercer	PC-M49-1	R1-PC-M-24	R1-PC-M-64	T/E
	PC-M49-2	R1-PC-M-24	R1-PC-M-64	E
	PC-M49-3	R1-PC-M-24	R1-PC-M-64	T
	PC-M49-4	R1-PC-M-25	R1-PC-M-64	DF
Juan Alberto Lopez Meza	PC-M50-1	R1-PC-M-25	R1-PC-M-65	E
Roger Michaud	PC-M51-1	R1-PC-M-26	R1-PC-M-65	E
Felix Michel	PC-M52-1	R1-PC-M-26	R1-PC-M-65	E
Ron Milano	PC-M53-1	R1-PC-M-27	R1-PC-M-66	E
Brent Miller	PC-M54-1	R1-PC-M-28	R1-PC-M-66	E
Christina Miller	PC-M55-1	R1-PC-M-28	R1-PC-M-66	N/E/D/ A
Gary Miller	PC-M56-1	R1-PC-M-29	R1-PC-M-67	E/T
	PC-M56-2	R1-PC-M-29	R1-PC-M-67	E
	PC-M56-3	R1-PC-M-29	R1-PC-M-67	E
	PC-M56-4	R1-PC-M-29	R1-PC-M-67	D
	PC-M56-5	R1-PC-M-29	R1-PC-M-68	D

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-M56-6	R1-PC-M-29	R1-PC-M-68	D
	PC-M56-7	R1-PC-M-29	R1-PC-M-68	N
	PC-M56-8	R1-PC-M-30	R1-PC-M-68	A
	PC-M56-9	R1-PC-M-30	R1-PC-M-69	E/R
	PC-M56-10	R1-PC-M-30	R1-PC-M-69	E
	PC-M56-11	R1-PC-M-30	R1-PC-M-69	T
	PC-M56-12	R1-PC-M-30	R1-PC-M-69	T
	PC-M56-13	R1-PC-M-30	R1-PC-M-70	E/T/D/N /A
Mitch Miller	PC-M57-1	R1-PC-M-34	R1-PC-M-70	D
	PC-M57-2	R1-PC-M-34	R1-PC-M-70	D
	PC-M57-3	R1-PC-M-34	R1-PC-M-70	D
	PC-M57-4	R1-PC-M-34	R1-PC-M-70	D
	PC-M57-5	R1-PC-M-34	R1-PC-M-70	D/A/N/ E
	PC-M57-6	R1-PC-M-34	R1-PC-M-70	D/R
	PC-M57-7	R1-PC-M-34	R1-PC-M-71	E/D
	PC-M57-8	R1-PC-M-34	R1-PC-M-71	D/T
Steve Miller	PC-M58-1	R1-PC-M-34	R1-PC-M-71	E
Richard and Lauri Millward	PC-M59-1	R1-PC-M-35	R1-PC-M-71	E
	PC-M59-2	R1-PC-M-35	R1-PC-M-71	E
	PC-M59-3	R1-PC-M-35	R1-PC-M-71	D
	PC-M59-4	R1-PC-M-35	R1-PC-M-72	N
	PC-M59-5	R1-PC-M-35	R1-PC-M-72	E
Howard Mirowitz	PC-M60-1	R1-PC-M-35	R1-PC-M-72	T
	PC-M60-2	R1-PC-M-35	R1-PC-M-72	T
	PC-M60-3	R1-PC-M-35	R1-PC-M-72	T
	PC-M60-4	R1-PC-M-35	R1-PC-M-73	T
Joe Montelvo	PC-M61-1	R1-PC-M-36	R1-PC-M-73	E
Margery Moniz	PC-M62-1	R1-PC-M-36	R1-PC-M-73	E
Hugo H. Morg	PC-M63-1	R1-PC-M-37	R1-PC-M-73	E
Oscar Morataya	PC-M64-1	R1-PC-M-37	R1-PC-M-73	E
Jeff Moore	PC-M65-1	R1-PC-M-38	R1-PC-M-74	E
Thomas Moore	PC-M66-1	R1-PC-M-38	R1-PC-M-74	E/T
Barbara Morihiro	PC-M67-1	R1-PC-M-38	R1-PC-M-74	E/T
Trisha and Brad Morris	PC-M68-1	R1-PC-M-38	R1-PC-M-74	E/D

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Trisha and Brad Morris	PC-M69-1	R1-PC-M-38	R1-PC-M-75	D
Trisha Morris	PC-M70-1	R1-PC-M-39	R1-PC-M-75	D/T/E/A
Trisha Morris	PC-M71-1	R1-PC-M-40	R1-PC-M-75	E/D
	PC-M71-2	R1-PC-M-40	R1-PC-M-75	E/D
	PC-M71-3	R1-PC-M-40	R1-PC-M-76	E/D
	PC-M71-4	R1-PC-M-40	R1-PC-M-76	E/D
Doris and Ed Morrissey	PC-M72-1	R1-PC-M-40	R1-PC-M-76	E/T
Pat Morrissey	PC-M73-1	R1-PC-M-41	R1-PC-M-76	E
Brandon Moss	PC-M74-1	R1-PC-M-41	R1-PC-M-76	E
Denis Mull, M.D.	PC-M75-1	R1-PC-M-42	R1-PC-M-76	E
Chris Mulhern	PC-M76-1	R1-PC-M-42	R1-PC-M-77	D
Lisa and Pete Mulvaney	PC-M77-1	R1-PC-M-43	R1-PC-M-77	E/D/N
	PC-M77-2	R1-PC-M-43	R1-PC-M-77	E/D/N
	PC-M77-3	R1-PC-M-43	R1-PC-M-77	A/E
	PC-M77-4	R1-PC-M-43	R1-PC-M-78	E/D/T/A
Gustavo Munoz	PC-M78-1	R1-PC-M-43	R1-PC-M-78	E
Jim Murphy	PC-M79-1	R1-PC-M-44	R1-PC-M-78	A
Inako Nafarrete	PC-N1-1	R1-PC-N-1	R1-PC-N-11	D
	PC-N1-2	R1-PC-N-1	R1-PC-N-11	D
	PC-N1-3	R1-PC-N-1	R1-PC-N-11	T
Santos Nafarrete	PC-N2-1	R1-PC-N-1	R1-PC-N-11	D
Santos Nafarrete	PC-N3-1	R1-PC-N-2	R1-PC-N-11	D
Santos Nafarrete	PC-N4-1	R1-PC-N-2	R1-PC-N-12	D
	PC-N4-2	R1-PC-N-2	R1-PC-N-12	E
	PC-N4-3	R1-PC-N-2	R1-PC-N-12	T
Michele Nathanson	PC-N5-1	R1-PC-N-3	R1-PC-N-12	E
Lorraine Elicks Navarro	PC-N6-1	R1-PC-N-3	R1-PC-N-13	D
	PC-N6-2	R1-PC-N-3	R1-PC-N-13	T
	PC-N6-3	R1-PC-N-3	R1-PC-N-13	T
	PC-N6-4	R1-PC-N-3	R1-PC-N-13	T
	PC-N6-5	R1-PC-N-3	R1-PC-N-14	T
	PC-N6-6	R1-PC-N-3	R1-PC-N-14	D
	PC-N6-7	R1-PC-N-3	R1-PC-N-14	D
Tom Nesbitt	PC-N7-1	R1-PC-N-4	R1-PC-N-14	E
Syndy Neyland	PC-N8-1	R1-PC-N-4	R1-PC-N-14	E

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Christine M. Nichols	PC-N9-1	R1-PC-N-5	R1-PC-N-15	E
Roger and Sandy Nieder	PC-N10-1	R1-PC-N-5	R1-PC-N-15	D/E/T
	PC-N10-2	R1-PC-N-5	R1-PC-N-15	A/N
	PC-N10-3	R1-PC-N-5	R1-PC-N-16	D
	PC-N10-4	R1-PC-N-6	R1-PC-N-16	D
	PC-N10-5	R1-PC-N-6	R1-PC-N-16	D
	PC-N10-6	R1-PC-N-6	R1-PC-N-16	D
	PC-N10-7	R1-PC-N-6	R1-PC-N-16	E
Dennis Nordstrom	PC-N11-1	R1-PC-N-6	R1-PC-N-16	T
Kitty Nordstrom	PC-N12-1	R1-PC-N-6	R1-PC-N-17	E
Kitty Nordstrom	PC-N13-1	R1-PC-N-7	R1-PC-N-17	E
Kitty Nordstrom	PC-N14-1	R1-PC-N-7	R1-PC-N-17	E
	PC-N14-2	R1-PC-N-7	R1-PC-N-18	D
P. Nordstrom	PC-N15-1	R1-PC-N-8	R1-PC-N-18	E
Linda Northrop	PC-N16-1	R1-PC-N-8	R1-PC-N-18	E
	PC-N16-2	R1-PC-N-8	R1-PC-N-18	N
Cheryl Norton*	PC-N17-1	R1-PC-N-9	R1-PC-N-19	D
Anthony Novello	PC-N18-1	R1-PC-N-10	R1-PC-N-19	E
Sam Nowak	PC-N19-1	R1-PC-N-10	R1-PC-N-19	E
Tim and Lynnette O'Bryan	PC-O1-1	R1-PC-O-1	R1-PC-O-10	N
	PC-O1-2	R1-PC-O-1	R1-PC-O-11	E
	PC-O1-3	R1-PC-O-1	R1-PC-O-11	T
	PC-O1-4	R1-PC-O-1	R1-PC-O-11	V
Alvaro Ochoa	PC-O2-1	R1-PC-O-1	R1-PC-O-11	E
John O'Donnell	PC-O3-1	R1-PC-O-2	R1-PC-O-12	E/T
Sean O'Donnell	PC-O4-1	R1-PC-O-2	R1-PC-O-12	E/T
Joyce Okazaki	PC-O5-1	R1-PC-O-2	R1-PC-O-12	T
	PC-O5-2	R1-PC-O-2	R1-PC-O-13	E
	PC-O5-3	R1-PC-O-2	R1-PC-O-13	E/T
	PC-O5-4	R1-PC-O-2	R1-PC-O-13	D
Mr. and Mr. Derek Olin	PC-O6-1	R1-PC-O-3	R1-PC-O-13	E
Martha S. O'Mears	PC-O7-1	R1-PC-O-3	R1-PC-O-14	D/T/E
Mary K. O'Neill	PC-O8-1	R1-PC-O-4	R1-PC-O-14	D/T/E
Fermin Orozco	PC-O9-1	R1-PC-O-4	R1-PC-O-14	E
Ignacio Ortega	PC-O10-1	R1-PC-O-5	R1-PC-O-14	E

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Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Arturo Ortiz	PC-O11-1	R1-PC-O-5	R1-PC-O-14	E
Chris Osborn	PC-O12-1	R1-PC-O-6	R1-PC-O-15	T
Enea Ostrich	PC-O13-1	R1-PC-O-6	R1-PC-O-15	E/D
Enea Ostrich	PC-O14-1	R1-PC-O-7	R1-PC-O-15	D
	PC-O14-2	R1-PC-O-7	R1-PC-O-16	A/N
	PC-O14-3	R1-PC-O-7	R1-PC-O-16	T
	PC-O14-4	R1-PC-O-7	R1-PC-O-16	T
	PC-O14-5	R1-PC-O-7	R1-PC-O-16	T
	PC-O14-6	R1-PC-O-8	R1-PC-O-16	T
Alan Otani	PC-O15-1	R1-PC-O-8	R1-PC-O-17	D
	PC-O15-2	R1-PC-O-8	R1-PC-O-17	N
	PC-O15-3	R1-PC-O-8	R1-PC-O-17	A
	PC-O15-4	R1-PC-O-8	R1-PC-O-17	E
	PC-O15-5	R1-PC-O-8	R1-PC-O-18	E
Ray Ott	PC-O16-1	R1-PC-O-9	R1-PC-O-18	E
	PC-O16-2	R1-PC-O-9	R1-PC-O-18	E
Harriet Ottaviano	PC-O17-1	R1-PC-O-9	R1-PC-O-18	T
	PC-O17-2	R1-PC-O-9	R1-PC-O-18	T
	PC-O17-3	R1-PC-O-9	R1-PC-O-19	T
	PC-O17-4	R1-PC-O-9	R1-PC-O-19	T
	PC-O17-5	R1-PC-O-9	R1-PC-O-19	T/D
Alfredo Padiero	PC-P1-1	R1-PC-P-1	R1-PC-P-29	E
Liz Padilla	PC-P2-1	R1-PC-P-1	R1-PC-P-29	E
Johnny Palmerin	PC-P3-1	R1-PC-P-2	R1-PC-P-29	E
Bruce Panting	PC-P4-1	R1-PC-P-2	R1-PC-P-29	E
	PC-P4-2	R1-PC-P-2	R1-PC-P-29	V
	PC-P4-3	R1-PC-P-2	R1-PC-P-30	D
	PC-P4-4	R1-PC-P-3	R1-PC-P-30	D
	PC-P4-5	R1-PC-P-3	R1-PC-P-30	N
	PC-P4-6	R1-PC-P-3	R1-PC-P-31	D
	PC-P4-7	R1-PC-P-3	R1-PC-P-31	E
	PC-P4-8	R1-PC-P-3	R1-PC-P-31	T
	PC-P4-9	R1-PC-P-3	R1-PC-P-31	E
	PC-P4-10	R1-PC-P-3	R1-PC-P-31	E
	PC-P4-11	R1-PC-P-3	R1-PC-P-31	E

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Christine L. Parker	PC-P5-1	R1-PC-P-4	R1-PC-P-31	E/D/T
Barbara Parks	PC-P6-1	R1-PC-P-5	R1-PC-P-32	D
	PC-P6-2	R1-PC-P-5	R1-PC-P-32	E/A
	PC-P6-3	R1-PC-P-5	R1-PC-P-32	E
Joe Partise	PC-P7-1	R1-PC-P-5	R1-PC-P-32	D
	PC-P7-2	R1-PC-P-5	R1-PC-P-33	E
	PC-P7-3	R1-PC-P-5	R1-PC-P-33	D
	PC-P7-4	R1-PC-P-5	R1-PC-P-33	E
	PC-P7-5	R1-PC-P-5	R1-PC-P-33	E
	PC-P7-6	R1-PC-P-5	R1-PC-P-33	D
	PC-P7-7	R1-PC-P-5	R1-PC-P-33	D
	PC-P7-8	R1-PC-P-5	R1-PC-P-33	N
	PC-P7-9	R1-PC-P-5	R1-PC-P-33	D
	PC-P7-10	R1-PC-P-5	R1-PC-P-34	D
	PC-P7-11	R1-PC-P-5	R1-PC-P-34	E
	PC-P7-12	R1-PC-P-5	R1-PC-P-34	T
	PC-P7-13	R1-PC-P-5	R1-PC-P-34	T
	PC-P7-14	R1-PC-P-5	R1-PC-P-34	T
	PC-P7-15	R1-PC-P-5	R1-PC-P-34	T
	PC-P7-16	R1-PC-P-5	R1-PC-P-34	E
	PC-P7-17	R1-PC-P-5	R1-PC-P-34	T
	PC-P7-18	R1-PC-P-6	R1-PC-P-35	T
	PC-P7-19	R1-PC-P-6	R1-PC-P-35	T
	PC-P7-20	R1-PC-P-6	R1-PC-P-35	T
	PC-P7-21	R1-PC-P-6	R1-PC-P-35	T
	PC-P7-22	R1-PC-P-6	R1-PC-P-35	T
Allison Passanisi	PC-P8-1	R1-PC-P-6	R1-PC-P-36	E
	PC-P8-2	R1-PC-P-6	R1-PC-P-36	D
	PC-P8-3	R1-PC-P-6	R1-PC-P-36	D
	PC-P8-4	R1-PC-P-6	R1-PC-P-36	D
	PC-P8-5	R1-PC-P-6	R1-PC-P-36	T
Vincent Passanisi	PC-P9-1	R1-PC-P-7	R1-PC-P-36	T
	PC-P9-2	R1-PC-P-7	R1-PC-P-37	T
	PC-P9-3	R1-PC-P-7	R1-PC-P-37	D
	PC-P9-4	R1-PC-P-7	R1-PC-P-37	T/R

SUBJECT CODE KEY:

E – Environmental

C – Cultural Resources

D – Design

N – Noise

R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-P9-5	R1-PC-P-7	R1-PC-P-37	E
Shelly Patino	PC-P10-1	R1-PC-P-7	R1-PC-P-37	E
Cary & Steve Pawlacyk	PC-P11-1	R1-PC-P-8	R1-PC-P-37	D
Mark Payne	PC-P12-1	R1-PC-P-8	R1-PC-P-38	E
Sean Payne	PC-P13-1	R1-PC-P-9	R1-PC-P-38	D
Greg Pearman	PC-P14-1	R1-PC-P-9	R1-PC-P-38	E
Scott Pearson	PC-P15-1	R1-PC-P-10	R1-PC-P-38	E
Jess Pedroza	PC-P16-1	R1-PC-P-10	R1-PC-P-39	E
Gilberto Pena	PC-P17-1	R1-PC-P-11	R1-PC-P-39	E
Cynthia Perez	PC-P18-1	R1-PC-P-11	R1-PC-P-39	E
Freddy Perez	PC-P19-1	R1-PC-P-12	R1-PC-P-39	E
Jose Luis Perez	PC-P20-1	R1-PC-P-12	R1-PC-P-39	E
Jim Perham	PC-P21-1	R1-PC-P-13	R1-PC-P-40	E
Roger Perkins	PC-P22-1	R1-PC-P-13	R1-PC-P-40	T
Roger Perkins	PC-P23-1	R1-PC-P-13	R1-PC-P-41	T
Tracy Pham	PC-P24-1	R1-PC-P-13	R1-PC-P-41	E
Tino Pham	PC-P25-1	R1-PC-P-14	R1-PC-P-41	E
Tony Phillips	PC-P26-1	R1-PC-P-14	R1-PC-P-41	T
	PC-P26-2	R1-PC-P-14	R1-PC-P-42	T
	PC-P26-3	R1-PC-P-14	R1-PC-P-42	D
Cody Pieplow	PC-P27-1	R1-PC-P-15	R1-PC-P-42	E
Muriel Pike	PC-P28-1	R1-PC-P-15	R1-PC-P-43	E
Eduardo H. Pinuela	PC-P29-1	R1-PC-P-16	R1-PC-P-43	E
	PC-P29-2	R1-PC-P-16	R1-PC-P-43	
Robert Pirillo	PC-P30-1	R1-PC-P-17	R1-PC-P-43	E/D
John Ploski	PC-P31-1	R1-PC-P-17	R1-PC-P-44	E/D
Antonio Ponce	PC-P32-1	R1-PC-P-18	R1-PC-P-44	E
Alfredo Poredes	PC-P33-1	R1-PC-P-19	R1-PC-P-44	E
George and Nancy Post	PC-P34-1	R1-PC-P-19	R1-PC-P-44	T
	PC-P34-2	R1-PC-P-19	R1-PC-P-44	T/A
	PC-P34-3	R1-PC-P-19	R1-PC-P-45	A
	PC-P34-4	R1-PC-P-19	R1-PC-P-45	A
	PC-P34-5	R1-PC-P-20	R1-PC-P-45	A
	PC-P34-6	R1-PC-P-20	R1-PC-P-45	T
	PC-P34-7	R1-PC-P-20	R1-PC-P-45	A

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V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-P34-8	R1-PC-P-20	R1-PC-P-45	A
Tom Power	PC-P35-1	R1-PC-P-20	R1-PC-P-45	E
	PC-P35-2	R1-PC-P-20	R1-PC-P-46	T
	PC-P35-3	R1-PC-P-20	R1-PC-P-46	E
	PC-P35-4	R1-PC-P-21	R1-PC-P-46	T
	PC-P35-5	R1-PC-P-21	R1-PC-P-46	T
	PC-P35-6	R1-PC-P-21	R1-PC-P-46	T
	PC-P35-7	R1-PC-P-21	R1-PC-P-46	T
	PC-P35-8	R1-PC-P-21	R1-PC-P-47	T
	PC-P35-9	R1-PC-P-21	R1-PC-P-47	T
	PC-P35-10	R1-PC-P-22	R1-PC-P-47	D
	PC-P35-11	R1-PC-P-22	R1-PC-P-47	D
	PC-P35-12	R1-PC-P-22	R1-PC-P-47	E
	PC-P35-13	R1-PC-P-22	R1-PC-P-47	D
	PC-P35-14	R1-PC-P-22	R1-PC-P-47	D
	PC-P35-15	R1-PC-P-22	R1-PC-P-48	T
	PC-P35-16	R1-PC-P-22	R1-PC-P-48	T
	PC-P35-17	R1-PC-P-22	R1-PC-P-48	T
	PC-P35-18	R1-PC-P-22	R1-PC-P-48	E
	PC-P35-19	R1-PC-P-23	R1-PC-P-48	D
	PC-P35-20	R1-PC-P-23	R1-PC-P-48	D
	PC-P35-21	R1-PC-P-23	R1-PC-P-48	D
	PC-P35-22	R1-PC-P-23	R1-PC-P-48	A/N
	PC-P35-23	R1-PC-P-23	R1-PC-P-48	E
Tom Power	PC-P36-1	R1-PC-P-24	R1-PC-P-48	E/T
Andrya N. Powers	PC-P37-1	R1-PC-P-24	R1-PC-P-49	D
	PC-P37-2	R1-PC-P-24	R1-PC-P-49	D
	PC-P37-3	R1-PC-P-25	R1-PC-P-49	D
	PC-P37-4	R1-PC-P-25	R1-PC-P-49	T
	PC-P37-5	R1-PC-P-25	R1-PC-P-49	T
	PC-P37-6	R1-PC-P-25	R1-PC-P-49	T
	PC-P37-7	R1-PC-P-25	R1-PC-P-50	T
	PC-P37-8	R1-PC-P-25	R1-PC-P-50	D
	PC-P37-9	R1-PC-P-25	R1-PC-P-50	D
	PC-P37-10	R1-PC-P-25	R1-PC-P-50	E

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V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-P37-11	R1-PC-P-25	R1-PC-P-50	D/R
	PC-P37-12	R1-PC-P-25	R1-PC-P-50	D
	PC-P37-13	R1-PC-P-25	R1-PC-P-50	D
	PC-P37-14	R1-PC-P-25	R1-PC-P-51	D
	PC-P37-15	R1-PC-P-25	R1-PC-P-51	D
	PC-P37-16	R1-PC-P-26	R1-PC-P-51	D
	PC-P37-17	R1-PC-P-26	R1-PC-P-51	D
	PC-P37-18	R1-PC-P-26	R1-PC-P-51	D
	PC-P37-19	R1-PC-P-26	R1-PC-P-51	E
	PC-P37-20	R1-PC-P-26	R1-PC-P-51	D
	PC-P37-21	R1-PC-P-26	R1-PC-P-51	A
	PC-P37-22	R1-PC-P-26	R1-PC-P-51	D
	PC-P37-23	R1-PC-P-26	R1-PC-P-52	E
Dave Powers	PC-P38-1	R1-PC-P-27	R1-PC-P-52	E/D/N
Kelly Powers	PC-P39-1	R1-PC-P-27	R1-PC-P-52	E
Stephanie Pszyk	PC-P40-1	R1-PC-P-28	R1-PC-P-53	E/D
Georgette M. Quinn	PC-Q1-1	R1-PC-Q-1	R1-PC-Q-3	E/D
Humberto Quijas	PC-Q2-1	R1-PC-Q-1	R1-PC-Q-3	E
Estebon Quiroz	PC-Q3-1	R1-PC-Q-2	R1-PC-Q-3	E
Lopez Rafael	PC-R1-1	R1-PC-R-1	R1-PC-R-35	E
Keith and Lois Raffel	PC-R2-1	R1-PC-R-1	R1-PC-R-35	E
	PC-R2-2	R1-PC-R-1	R1-PC-R-35	D/E
Keith and Lois Raffel	PC-R3-1	R1-PC-R-2	R1-PC-R-35	D/E
	PC-R3-2	R1-PC-R-2	R1-PC-R-36	E
Carlos Ramirez	PC-R4-1	R1-PC-R-2	R1-PC-R-36	E
Isaias Ramirez	PC-R5-1	R1-PC-R-3	R1-PC-R-36	E
John Ramirez	PC-R6-1	R1-PC-R-4	R1-PC-R-36	E
Leal Garcia Ramiro	PC-R7-1	R1-PC-R-4	R1-PC-R-37	E
Lilla Ramos	PC-R8-1	R1-PC-R-5	R1-PC-R-37	E
Irene Raney	PC-R9-1	R1-PC-R-5	R1-PC-R-37	E
Geneva G. Ray	PC-R10-1	R1-PC-R-6	R1-PC-R-38	E
	PC-R10-2	R1-PC-R-6	R1-PC-R-38	D
	PC-R10-3	R1-PC-R-6	R1-PC-R-38	T
	PC-R10-4	R1-PC-R-6	R1-PC-R-38	T
	PC-R10-5	R1-PC-R-6	R1-PC-R-38	T

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-R10-6	R1-PC-R-6	R1-PC-R-38	T
	PC-R10-7	R1-PC-R-6	R1-PC-R-39	T
	PC-R10-8	R1-PC-R-6	R1-PC-R-39	E
	PC-R10-9	R1-PC-R-6	R1-PC-R-39	E
	PC-R10-10	R1-PC-R-6	R1-PC-R-39	E
	PC-R10-11	R1-PC-R-7	R1-PC-R-39	E
	PC-R10-12	R1-PC-R-7	R1-PC-R-39	E
	PC-R10-13	R1-PC-R-7	R1-PC-R-39	A
	PC-R10-14	R1-PC-R-7	R1-PC-R-39	E
Jerry Regnier	PC-R11-1	R1-PC-R-7	R1-PC-R-39	T
	PC-R11-2	R1-PC-R-7	R1-PC-R-40	E
	PC-R11-3	R1-PC-R-7	R1-PC-R-40	D
	PC-R11-4	R1-PC-R-7	R1-PC-R-40	T
Kimberlee Regnier	PC-R12-1	R1-PC-R-8	R1-PC-R-40	T
	PC-R12-2	R1-PC-R-8	R1-PC-R-41	D
Pamela Reid	PC-R13-1	R1-PC-R-8	R1-PC-R-41	A/N/T
	PC-R13-2	R1-PC-R-8	R1-PC-R-41	T
Rich Reiser	PC-R14-1	R1-PC-R-8	R1-PC-R-41	E/D/T
Dan Rimmel	PC-R15-1	R1-PC-R-9	R1-PC-R-42	T
Dan Rimmel	PC-R16-1	R1-PC-R-9	R1-PC-R-43	T
Roy Reynolds	PC-R17-1	R1-PC-R-9	R1-PC-R-43	E
	PC-R17-2	R1-PC-R-9	R1-PC-R-43	E
Charles Rice	PC-R18-1	R1-PC-R-9	R1-PC-R-44	E
	PC-R18-2	R1-PC-R-9	R1-PC-R-44	E
	PC-R18-3	R1-PC-R-9	R1-PC-R-44	T
Zelda Rice	PC-R19-1	R1-PC-R-10	R1-PC-R-44	E
	PC-R19-2	R1-PC-R-10	R1-PC-R-44	D
	PC-R19-3	R1-PC-R-10	R1-PC-R-44	T
	PC-R19-4	R1-PC-R-10	R1-PC-R-45	T
	PC-R19-5	R1-PC-R-10	R1-PC-R-45	E
Kenneth J. Rhea	PC-R20-1	R1-PC-R-11	R1-PC-R-45	D
Raymond Richards	PC-R21-1	R1-PC-R-11	R1-PC-R-46	T
Bella Ridley	PC-R22-1	R1-PC-R-11	R1-PC-R-46	E/D
Robin Ridley	PC-R23-1	R1-PC-R-12	R1-PC-R-46	E
Janet Riness	PC-R24-1	R1-PC-R-13	R1-PC-R-46	E/D

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-R24-2	R1-PC-R-13	R1-PC-R-47	T
	PC-R24-3	R1-PC-R-13	R1-PC-R-47	T
	PC-R24-4	R1-PC-R-13	R1-PC-R-47	T
	PC-R24-5	R1-PC-R-13	R1-PC-R-47	D
Bobby Rivera	PC-R25-1	R1-PC-R-13	R1-PC-R-47	E
Leandro Martinez Rivera	PC-R26-1	R1-PC-R-14	R1-PC-R-48	E
Douglas Robbins	PC-R27-1	R1-PC-R-15	R1-PC-R-48	E
Keenan Roberson	PC-R28-1	R1-PC-R-15	R1-PC-R-48	E
Eddie Roblero	PC-R29-1	R1-PC-R-16	R1-PC-R-48	E
Karen Robbins	PC-R30-1	R1-PC-R-16	R1-PC-R-49	E
Karen Robbins	PC-R31-1	R1-PC-R-17	R1-PC-R-49	E
Anthony Robles	PC-R32-1	R1-PC-R-17	R1-PC-R-49	E
Thomas R. Robles, Sr.	PC-R33-1	R1-PC-R-18	R1-PC-R-50	E
Rosa Roch	PC-R34-1	R1-PC-R-18	R1-PC-R-50	E
Teddie Rovefeld	PC-R35-1	R1-PC-R-19	R1-PC-R-50	D
	PC-R35-2	R1-PC-R-19	R1-PC-R-50	E
Heraclio Radriguez	PC-R36-1	R1-PC-R-20	R1-PC-R-50	E
Melitor Rodriguez	PC-R37-1	R1-PC-R-20	R1-PC-R-51	E
Moiso Rodriguez	PC-R38-1	R1-PC-R-21	R1-PC-R-51	E
Richard Rodson	PC-R39-1	R1-PC-R-22	R1-PC-R-51	E
Jennifer Rohdenburg	PC-R40-1	R1-PC-R-23	R1-PC-R-52	D
Aurelio Rojas	PC-R41-1	R1-PC-R-23	R1-PC-R-52	E/R
Cary Rosenberg	PC-R42-1	R1-PC-R-24	R1-PC-R-52	E
	PC-R42-2	R1-PC-R-24	R1-PC-R-53	T
	PC-R42-3	R1-PC-R-24	R1-PC-R-53	E
Dana Rosenberg	PC-R43-1	R1-PC-R-25	R1-PC-R-53	E
	PC-R43-2	R1-PC-R-25	R1-PC-R-54	T
	PC-R43-3	R1-PC-R-25	R1-PC-R-54	E
Melinda Rosenberg	PC-R44-1	R1-PC-R-25	R1-PC-R-54	E
	PC-R44-2	R1-PC-R-25	R1-PC-R-54	T
	PC-R44-3	R1-PC-R-25	R1-PC-R-54	E
Ann Marie Rousseau and Duvall Hecht	PC-R45-1	R1-PC-R-26	R1-PC-R-54	E
Jon and Patricia Rowe	PC-R46-1	R1-PC-R-26	R1-PC-R-54	E/N
	PC-R46-2	R1-PC-R-26	R1-PC-R-55	D
	PC-R46-3	R1-PC-R-26	R1-PC-R-55	T

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-R46-4	R1-PC-R-26	R1-PC-R-56	T
	PC-R46-5	R1-PC-R-26	R1-PC-R-56	E
J. Rob Royal	PC-R47-1	R1-PC-R-27	R1-PC-R-56	E
Jose A. Rual	PC-R48-1	R1-PC-R-27	R1-PC-R-56	E
Ruth and Al Rudis	PC-R49-1	R1-PC-R-28	R1-PC-R-56	T
	PC-R49-2	R1-PC-R-28	R1-PC-R-57	T
Joan S. Rudisil	PC-R50-1	R1-PC-R-28	R1-PC-R-57	E
Chawnie Rueff	PC-R51-1	R1-PC-R-29	R1-PC-R-57	D
Jim Rueff	PC-R52-1	R1-PC-R-29	R1-PC-R-58	D
Anthony Ruiz	PC-R53-1	R1-PC-R-29	R1-PC-R-58	E
Jorge L. Ruiz	PC-R54-1	R1-PC-R-30	R1-PC-R-58	E
Ruben Ruiz	PC-R55-1	R1-PC-R-31	R1-PC-R-59	E
Carlos Rumbo	PC-R56-1	R1-PC-R-31	R1-PC-R-59	E
Diane Rush	PC-R57-1	R1-PC-R-32	R1-PC-R-59	E/A
Clinton Rusk	PC-R58-1	R1-PC-R-32	R1-PC-R-59	E
Jeff Ruvalcava	PC-R59-1	R1-PC-R-33	R1-PC-R-60	E
Sandra L. Ruyle	PC-R60-1	R1-PC-R-33	R1-PC-R-60	E/A/N/T
Randall Rydjeski	PC-R61-1	R1-PC-R-34	R1-PC-R-60	E
	PC-R61-2	R1-PC-R-34	R1-PC-R-61	D
	PC-R61-3	R1-PC-R-34	R1-PC-R-61	E
	PC-R61-4	R1-PC-R-34	R1-PC-R-61	E
Joya Ryerson	PC-R62-1	R1-PC-R-34	R1-PC-R-61	E/N/A
Vicente Salcedo	PC-S1-1	R1-PC-S-1	R1-PC-S-56	E
Philip J. Salerno	PC-S2-1	R1-PC-S-1	R1-PC-S-56	E
Charlotte Salisbury, PMP	PC-S3-1	R1-PC-S-2	R1-PC-S-56	E/R
Tim Salisbury	PC-S4-1	R1-PC-S-2	R1-PC-S-56	E
Mr. and Mrs. Robert Sample	PC-S5-1	R1-PC-S-3	R1-PC-S-56	E
Javier Sanchez	PC-S6-1	R1-PC-S-3	R1-PC-S-57	E
Craig Sandberg	PC-S7-1	R1-PC-S-4	R1-PC-S-57	E
	PC-S7-2	R1-PC-S-4	R1-PC-S-57	E
	PC-S7-3	R1-PC-S-4	R1-PC-S-57	E
The Sander Family	PC-S8-1	R1-PC-S-4	R1-PC-S-57	D
	PC-S8-2	R1-PC-S-4	R1-PC-S-58	D
	PC-S8-3	R1-PC-S-4	R1-PC-S-58	D/R
	PC-S8-4	R1-PC-S-4	R1-PC-S-58	D

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R – Right-of-Way

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Melanie Sanders	PC-S9-1	R1-PC-S-4	R1-PC-S-58	E
Cesar G. Sandoval	PC-S10-1	R1-PC-S-5	R1-PC-S-58	E
Michael Santos	PC-S11-1	R1-PC-S-5	R1-PC-S-58	D
	PC-S11-2	R1-PC-S-5	R1-PC-S-59	D
	PC-S11-3	R1-PC-S-5	R1-PC-S-59	D
Sam Santos	PC-S12-1	R1-PC-S-6	R1-PC-S-59	E
Jalinda de los Santos	PC-S13-1	R1-PC-S-6	R1-PC-S-59	E
	PC-S13-2	R1-PC-S-6	R1-PC-S-59	D
	PC-S13-3	R1-PC-S-6	R1-PC-S-59	E
	PC-S13-4	R1-PC-S-6	R1-PC-S-59	E
Oscar Sanudo	PC-S14-1	R1-PC-S-7	R1-PC-S-60	E
Ashley Schaefer	PC-S15-1	R1-PC-S-7	R1-PC-S-60	E
Elsbeth Schmidt	PC-S16-1	R1-PC-S-8	R1-PC-S-60	E
	PC-S16-2	R1-PC-S-8	R1-PC-S-60	E
	PC-S16-3	R1-PC-S-8	R1-PC-S-60	T
	PC-S16-4	R1-PC-S-8	R1-PC-S-61	E
	PC-S16-5	R1-PC-S-8	R1-PC-S-61	E
	PC-S16-6	R1-PC-S-8	R1-PC-S-61	D
	PC-S16-7	R1-PC-S-8	R1-PC-S-61	E
	PC-S16-8	R1-PC-S-8	R1-PC-S-61	E
Elsbeth Schmidt	PC-S17-1	R1-PC-S-9	R1-PC-S-61	E
	PC-S17-2	R1-PC-S-9	R1-PC-S-61	D
	PC-S17-3	R1-PC-S-9	R1-PC-S-61	E
	PC-S17-4	R1-PC-S-9	R1-PC-S-61	E
Gloria Schmidt	PC-S18-1	R1-PC-S-9	R1-PC-S-62	D
	PC-S18-2	R1-PC-S-9	R1-PC-S-62	A
	PC-S18-3	R1-PC-S-9	R1-PC-S-62	N
Theodore P. Schraff III	PC-S19-1	R1-PC-S-10	R1-PC-S-62	T
	PC-S19-2	R1-PC-S-10	R1-PC-S-63	T
	PC-S19-3	R1-PC-S-10	R1-PC-S-63	A
	PC-S19-4	R1-PC-S-10	R1-PC-S-63	E
	PC-S19-5	R1-PC-S-10	R1-PC-S-63	E
Linda Scott	PC-S20-1	R1-PC-S-10	R1-PC-S-63	D

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Bell Sedlak	PC-S21-1	R1-PC-S-11	R1-PC-S-64	E
	PC-S21-2	R1-PC-S-11	R1-PC-S-64	T
	PC-S21-3	R1-PC-S-11	R1-PC-S-64	T
	PC-S21-4	R1-PC-S-11	R1-PC-S-64	E
Jim Seippel	PC-S22-1	R1-PC-S-11	R1-PC-S-64	E
Kenneth H. Seiff	PC-S23-1	R1-PC-S-11	R1-PC-S-64	E
	PC-S23-2	R1-PC-S-11	R1-PC-S-65	T
	PC-S23-3	R1-PC-S-12	R1-PC-S-65	E
	PC-S23-4	R1-PC-S-12	R1-PC-S-65	T
Debbie Serrano	PC-S24-1	R1-PC-S-12	R1-PC-S-65	E
Monica Sevoyian	PC-S25-1	R1-PC-S-13	R1-PC-S-66	E
Moises Sevilla	PC-S26-1	R1-PC-S-13	R1-PC-S-66	E
Roy Shahbazian	PC-S27-1	R1-PC-S-14	R1-PC-S-66	D
Roy Shahbazian	PC-S28-1	R1-PC-S-14	R1-PC-S-67	E
Roy Shahbazian	PC-S29-1	R1-PC-S-15	R1-PC-S-67	D
	PC-S29-2	R1-PC-S-16	R1-PC-S-68	D/R
	PC-S29-3	R1-PC-S-16	R1-PC-S-68	D
	PC-S29-4	R1-PC-S-16	R1-PC-S-68	D
	PC-S29-5	R1-PC-S-17	R1-PC-S-69	D
	PC-S29-6	R1-PC-S-17	R1-PC-S-69	D
	PC-S29-7	R1-PC-S-17	R1-PC-S-69	D
	PC-S29-8	R1-PC-S-17	R1-PC-S-70	D
	PC-S29-9	R1-PC-S-17	R1-PC-S-70	D
	PC-S29-10	R1-PC-S-18	R1-PC-S-70	D
	PC-S29-11	R1-PC-S-18	R1-PC-S-70	D
	PC-S29-12	R1-PC-S-18	R1-PC-S-71	D
	PC-S29-13	R1-PC-S-18	R1-PC-S-71	D
	PC-S29-14	R1-PC-S-18	R1-PC-S-71	D
	PC-S29-15	R1-PC-S-18	R1-PC-S-71	D
	PC-S29-16	R1-PC-S-18	R1-PC-S-71	D
	PC-S29-17	R1-PC-S-18	R1-PC-S-71	D
	PC-S29-18	R1-PC-S-18	R1-PC-S-72	T
	PC-S29-19	R1-PC-S-18	R1-PC-S-72	T
Amy Shaw	PC-S30-1	R1-PC-S-19	R1-PC-S-72	E
Ben and Susan Shaw	PC-S31-1	R1-PC-S-19	R1-PC-S-73	E

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Ben and Susan Shaw	PC-S32-1	R1-PC-S-19	R1-PC-S-73	E/D
	PC-S32-2	R1-PC-S-19	R1-PC-S-73	E
Dave Shea	PC-S33-1	R1-PC-S-19	R1-PC-S-74	T
Scott Shoemaker	PC-S34-1	R1-PC-S-20	R1-PC-S-74	E
Julia M. and James W. Shores	PC-S35-1	R1-PC-S-20	R1-PC-S-74	E
	PC-S35-2	R1-PC-S-20	R1-PC-S-74	D
Carlos P. Silvestre	PC-S36-1	R1-PC-S-21	R1-PC-S-75	E
Terry Simpson	PC-S37-1	R1-PC-S-21	R1-PC-S-75	E
	PC-S37-2	R1-PC-S-21	R1-PC-S-75	T
Peter J. Sinambal	PC-S38-1	R1-PC-S-22	R1-PC-S-75	E
	PC-S38-2	R1-PC-S-22	R1-PC-S-75	N
Jan Sledge	PC-S39-1	R1-PC-S-23	R1-PC-S-76	E
	PC-S39-2	R1-PC-S-23	R1-PC-S-76	D
	PC-S39-3	R1-PC-S-23	R1-PC-S-76	T
	PC-S39-4	R1-PC-S-23	R1-PC-S-76	A
	PC-S39-5	R1-PC-S-23	R1-PC-S-76	T
	PC-S39-6	R1-PC-S-23	R1-PC-S-76	E
	PC-S39-7	R1-PC-S-23	R1-PC-S-77	T
	PC-S39-8	R1-PC-S-23	R1-PC-S-77	T
	PC-S39-9	R1-PC-S-23	R1-PC-S-77	E
	PC-S39-10	R1-PC-S-23	R1-PC-S-77	E
A.A. Smillie	PC-S40-1	R1-PC-S-23	R1-PC-S-78	D
	PC-S40-2	R1-PC-S-23	R1-PC-S-78	E
A.A. Smillie	PC-S41-1	R1-PC-S-24	R1-PC-S-78	D
	PC-S41-2	R1-PC-S-24	R1-PC-S-78	E
	PC-S41-3	R1-PC-S-24	R1-PC-S-78	E
Alice Smith	PC-S42-1	R1-PC-S-25	R1-PC-S-78	E
Ann A. Smith	PC-S43-1	R1-PC-S-25	R1-PC-S-79	D/E/T
	PC-S43-2	R1-PC-S-25	R1-PC-S-79	T
Jack S. Smith	PC-S44-1	R1-PC-S-26	R1-PC-S-79	D/E/T
Jason Smith	PC-S45-1	R1-PC-S-26	R1-PC-S-79	E
Judy Smith	PC-S46-1	R1-PC-S-27	R1-PC-S-79	T
	PC-S46-2	R1-PC-S-27	R1-PC-S-80	E
	PC-S46-3	R1-PC-S-27	R1-PC-S-80	N
Paulette Smith	PC-S47-1	R1-PC-S-27	R1-PC-S-80	D

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Scott D. Smith	PC-S48-1	R1-PC-S-27	R1-PC-S-80	E
Jon Sohegan	PC-S49-1	R1-PC-S-28	R1-PC-S-81	E
Carolina Leon Solans	PC-S50-1	R1-PC-S-28	R1-PC-S-81	D
	PC-S50-2	R1-PC-S-28	R1-PC-S-81	T
	PC-S50-3	R1-PC-S-28	R1-PC-S-81	T
	PC-S50-4	R1-PC-S-28	R1-PC-S-81	T
	PC-S50-5	R1-PC-S-29	R1-PC-S-82	T
	PC-S50-6	R1-PC-S-29	R1-PC-S-82	D
J. Soldana	PC-S51-1	R1-PC-S-29	R1-PC-S-82	E
Manuel Soto	PC-S52-1	R1-PC-S-30	R1-PC-S-83	E
William Soule	PC-S53-1	R1-PC-S-31	R1-PC-S-83	D
William and Gilma Soule	PC-S54-1	R1-PC-S-31	R1-PC-S-83	D
	PC-S54-2	R1-PC-S-31	R1-PC-S-84	T
	PC-S54-3	R1-PC-S-31	R1-PC-S-84	T
	PC-S54-4	R1-PC-S-31	R1-PC-S-84	T
	PC-S54-5	R1-PC-S-32	R1-PC-S-84	T
	PC-S54-6	R1-PC-S-32	R1-PC-S-84	D
Michael Sparks	PC-S55-1	R1-PC-S-32	R1-PC-S-84	E
Deborah Speer	PC-S56-1	R1-PC-S-33	R1-PC-S-84	E
	PC-S56-2	R1-PC-S-33	R1-PC-S-84	D
	PC-S56-3	R1-PC-S-33	R1-PC-S-85	D
Deborah Speer	PC-S57-1	R1-PC-S-33	R1-PC-S-85	E
	PC-S57-2	R1-PC-S-33	R1-PC-S-85	D
	PC-S57-3	R1-PC-S-33	R1-PC-S-85	D
Gayle Spinks	PC-S58-1	R1-PC-S-34	R1-PC-S-85	E
	PC-S58-2	R1-PC-S-34	R1-PC-S-85	T
	PC-S58-3	R1-PC-S-34	R1-PC-S-85	N
	PC-S58-4	R1-PC-S-34	R1-PC-S-86	E
	PC-S58-5	R1-PC-S-34	R1-PC-S-86	D
	PC-S58-6	R1-PC-S-34	R1-PC-S-86	D
	PC-S58-7	R1-PC-S-34	R1-PC-S-86	T
Bette Sprague	PC-S59-1	R1-PC-S-35	R1-PC-S-87	E
Roger Sprague	PC-S60-1	R1-PC-S-36	R1-PC-S-87	E
	PC-S60-2	R1-PC-S-36	R1-PC-S-87	T
	PC-S60-3	R1-PC-S-36	R1-PC-S-87	T

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Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Sarah Stack	PC-S61-1	R1-PC-S-37	R1-PC-S-87	E
	PC-S61-2	R1-PC-S-37	R1-PC-S-88	E
Karla Stagman	PC-S62-1	R1-PC-S-37	R1-PC-S-88	E
Karla Stagman	PC-S63-1	R1-PC-S-37	R1-PC-S-88	E
Karla Stagman	PC-S64-1	R1-PC-S-37	R1-PC-S-88	E
	PC-S64-2	R1-PC-S-37	R1-PC-S-89	T
Bruce Stava	PC-S65-1	R1-PC-S-38	R1-PC-S-89	D
Cynthia Stava	PC-S66-1	R1-PC-S-38	R1-PC-S-89	D
	PC-S66-2	R1-PC-S-38	R1-PC-S-90	T
Mary Stebbins	PC-S67-1	R1-PC-S-38	R1-PC-S-90	D
Mary Stebbins	PC-S68-1	R1-PC-S-39	R1-PC-S-90	D
Mary Stebbins	PC-S69-1	R1-PC-S-40	R1-PC-S-90	D
Daniel Stelung	PC-S70-1	R1-PC-S-41	R1-PC-S-91	D
Johanna Stephenson	PC-S71-1	R1-PC-S-41	R1-PC-S-91	E
Stephen Steponovich, Esq.	PC-S72-1	R1-PC-S-41	R1-PC-S-91	D
Stephen Steponovich, Esq.	PC-S73-1	R1-PC-S-42	R1-PC-S-92	E
Stephen Steponovich, Esq.	PC-S74-1	R1-PC-S-42	R1-PC-S-92	T
Barbara Steve	PC-S75-1	R1-PC-S-43	R1-PC-S-92	D
	PC-S75-2	R1-PC-S-43	R1-PC-S-92	D
	PC-S75-3	R1-PC-S-43	R1-PC-S-92	D
Bruce W. Steve	PC-S76-1	R1-PC-S-43	R1-PC-S-93	T
	PC-S76-2	R1-PC-S-43	R1-PC-S-93	D
Rodriguez Steve	PC-S77-1	R1-PC-S-44	R1-PC-S-93	E
Doreen Stevens	PC-S78-1	R1-PC-S-44	R1-PC-S-93	E
	PC-S78-2	R1-PC-S-44	R1-PC-S-93	D
	PC-S78-3	R1-PC-S-44	R1-PC-S-93	D
	PC-S78-4	R1-PC-S-44	R1-PC-S-94	E
	PC-S78-5	R1-PC-S-44	R1-PC-S-94	T
	PC-S78-6	R1-PC-S-44	R1-PC-S-94	T
Doreen Stevens	PC-S79-1	R1-PC-S-45	R1-PC-S-94	D
	PC-S79-2	R1-PC-S-45	R1-PC-S-94	D
	PC-S79-3	R1-PC-S-45	R1-PC-S-94	D
	PC-S79-4	R1-PC-S-45	R1-PC-S-94	D/R
Lloyd Stockwell	PC-S80-1	R1-PC-S-45	R1-PC-S-95	E
Melinda Stone	PC-S81-1	R1-PC-S-45	R1-PC-S-95	E

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Anthony Storno	PC-S82-1	R1-PC-S-46	R1-PC-S-95	E
Corinne Stover	PC-S83-1	R1-PC-S-46	R1-PC-S-95	D
	PC-S83-2	R1-PC-S-46	R1-PC-S-96	D
	PC-S83-3	R1-PC-S-46	R1-PC-S-96	T
Corinne Stover	PC-S84-1	R1-PC-S-47	R1-PC-S-96	E
Louise Stover	PC-S85-1	R1-PC-S-47	R1-PC-S-96	E
	PC-S85-2	R1-PC-S-47	R1-PC-S-96	D
Louise Stover	PC-S86-1	R1-PC-S-48	R1-PC-S-96	E
	PC-S86-2	R1-PC-S-48	R1-PC-S-97	D
Vivian Strabala	PC-S87-1	R1-PC-S-48	R1-PC-S-97	E/D/T
Charles and Susan Stratton	PC-S88-1	R1-PC-S-49	R1-PC-S-97	D
Scott Stubble	PC-S89-1	R1-PC-S-49	R1-PC-S-97	E
Robert Stwalley	PC-S90-1	R1-PC-S-49	R1-PC-S-97	E
Schelly Sustarsic	PC-S91-1	R1-PC-S-49	R1-PC-S-98	T
	PC-S91-2	R1-PC-S-49	R1-PC-S-98	A
	PC-S91-3	R1-PC-S-50	R1-PC-S-98	T
	PC-S91-4	R1-PC-S-50	R1-PC-S-99	T
	PC-S91-5	R1-PC-S-50	R1-PC-S-99	T
	PC-S91-6	R1-PC-S-50	R1-PC-S-99	T
	PC-S91-7	R1-PC-S-50	R1-PC-S-99	A
	PC-S91-8	R1-PC-S-50	R1-PC-S-99	T
	PC-S91-9	R1-PC-S-50	R1-PC-S-100	D
	PC-S91-10	R1-PC-S-51	R1-PC-S-100	E
	PC-S91-11	R1-PC-S-51	R1-PC-S-100	T
	PC-S91-12	R1-PC-S-51	R1-PC-S-100	T
B. Sutton	PC-S92-1	R1-PC-S-51	R1-PC-S-100	E
Ben Svensson	PC-S93-1	R1-PC-S-51	R1-PC-S-100	T
Tonia Svennson	PC-S94-1	R1-PC-S-52	R1-PC-S-101	T
Tamara Sverev	PC-S95-1	R1-PC-S-52	R1-PC-S-101	E
	PC-S95-2	R1-PC-S-52	R1-PC-S-101	D
	PC-S95-3	R1-PC-S-52	R1-PC-S-101	E
	PC-S95-4	R1-PC-S-52	R1-PC-S-101	E
Jeffrey M. Swain	PC-S96-1	R1-PC-S-53	R1-PC-S-101	E
Bobby Swan	PC-S97-1	R1-PC-S-53	R1-PC-S-102	E

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Jacqueline and Robert Sweeney, and Susan Browne	PC-S98-1	R1-PC-S-54	R1-PC-S-102	E
Bruce Switzky	PC-S99-1	R1-PC-S-54	R1-PC-S-102	E
	PC-S99-2	R1-PC-S-54	R1-PC-S-102	T
	PC-S99-3	R1-PC-S-55	R1-PC-S-102	E
	PC-S99-4	R1-PC-S-55	R1-PC-S-103	D
	PC-S99-5	R1-PC-S-55	R1-PC-S-103	E
Kristina Tackett	PC-T1-1	R1-PC-T-1	R1-PC-T-23	T
	PC-T1-2	R1-PC-T-1	R1-PC-T-23	E
Fatu Talolo	PC-T2-1	R1-PC-T-1	R1-PC-T-23	E
Rex Tam	PC-T3-1	R1-PC-T-2	R1-PC-T-23	D
	PC-T3-2	R1-PC-T-2	R1-PC-T-24	D
	PC-T3-3	R1-PC-T-2	R1-PC-T-24	D
Linda Tam	PC-T4-1	R1-PC-T-2	R1-PC-T-24	D
	PC-T4-2	R1-PC-T-2	R1-PC-T-24	D
Jose Luis Tapia	PC-T5-1	R1-PC-T-3	R1-PC-T-24	E
J. Rocky Tarchione	PC-T6-1	R1-PC-T-4	R1-PC-T-25	T
Debbie Tenpenny	PC-T7-1	R1-PC-T-4	R1-PC-T-25	T
Jon Theriault	PC-T8-1	R1-PC-T-4	R1-PC-T-26	D
Merlin and Delores Thimlar	PC-T9-1	R1-PC-T-5	R1-PC-T-26	D
Mary Thobe	PC-T10-1	R1-PC-T-6	R1-PC-T-26	D
Isaac Thomas	PC-T11-1	R1-PC-T-6	R1-PC-T-27	E
Thomas and Elizabeth Thomas	PC-T12-1	R1-PC-T-7	R1-PC-T-27	E
	PC-T12-2	R1-PC-T-7	R1-PC-T-27	D
	PC-T12-3	R1-PC-T-7	R1-PC-T-27	T
	PC-T12-4	R1-PC-T-7	R1-PC-T-28	E
	PC-T12-5	R1-PC-T-7	R1-PC-T-28	T
	PC-T12-6	R1-PC-T-7	R1-PC-T-28	E/D
Don Thompson	PC-T13-1	R1-PC-T-7	R1-PC-T-28	D
	PC-T13-2	R1-PC-T-7	R1-PC-T-28	T
	PC-T13-3	R1-PC-T-7	R1-PC-T-28	N
	PC-T13-4	R1-PC-T-7	R1-PC-T-29	D
Don Thompson	PC-T14-1	R1-PC-T-8	R1-PC-T-29	D
	PC-T14-2	R1-PC-T-8	R1-PC-T-29	T
Joan D. Thompson	PC-T15-1	R1-PC-T-8	R1-PC-T-29	D

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Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Troy and Lois Thompson	PC-T16-1	R1-PC-T-9	R1-PC-T-30	E
S.P. Thornton*	PC-T17-1	R1-PC-T-9	R1-PC-T-30	E
Greg Thunell	PC-T18-1	R1-PC-T-9	R1-PC-T-30	E/D/T
	PC-T18-2	R1-PC-T-9	R1-PC-T-30	E
Yasmine Tifrit	PC-T19-1	R1-PC-T-10	R1-PC-T-30	D
Jeff Tilson	PC-T20-1	R1-PC-T-11	R1-PC-T-31	D
Jose Tinoco	PC-T21-1	R1-PC-T-12	R1-PC-T-31	E
Jose Luis Tirado	PC-T22-1	R1-PC-T-13	R1-PC-T-31	E
Bert W. Tolbert	PC-T23-1	R1-PC-T-13	R1-PC-T-32	E
Jean and Michael Toole	PC-T24-1	R1-PC-T-14	R1-PC-T-32	E
Michael and Jean Toole	PC-T25-1	R1-PC-T-14	R1-PC-T-32	E
	PC-T25-2	R1-PC-T-14	R1-PC-T-32	N/A
	PC-T25-3	R1-PC-T-14	R1-PC-T-33	E
	PC-T25-4	R1-PC-T-14	R1-PC-T-33	E
Shaun Torbati	PC-T26-1	R1-PC-T-14	R1-PC-T-33	D
Staci Torbati	PC-T27-1	R1-PC-T-15	R1-PC-T-33	D
Carlos Torres	PC-T28-1	R1-PC-T-16	R1-PC-T-34	E
Lupe Torres	PC-T29-1	R1-PC-T-17	R1-PC-T-34	E
Hector Toscano	PC-T30-1	R1-PC-T-17	R1-PC-T-34	E
Khoi Tran	PC-T31-1	R1-PC-T-18	R1-PC-T-34	E
Danielle Triana	PC-T32-1	R1-PC-T-18	R1-PC-T-34	T
Yvonne Troutman	PC-T33-1	R1-PC-T-19	R1-PC-T-35	N
	PC-T33-2	R1-PC-T-19	R1-PC-T-35	A/N
	PC-T33-3	R1-PC-T-19	R1-PC-T-35	E
	PC-T33-4	R1-PC-T-19	R1-PC-T-35	E
	PC-T33-5	R1-PC-T-19	R1-PC-T-36	E
Bill Tuggle	PC-T34-1	R1-PC-T-19	R1-PC-T-36	N
	PC-T34-2	R1-PC-T-20	R1-PC-T-38	D
	PC-T34-3	R1-PC-T-20	R1-PC-T-38	D/R
	PC-T34-4	R1-PC-T-21	R1-PC-T-38	T
	PC-T34-5	R1-PC-T-21	R1-PC-T-38	R
Roger Tyler	PC-T35-1	R1-PC-T-22	R1-PC-T-38	N/R
	PC-T35-2	R1-PC-T-22	R1-PC-T-40	D/T
	PC-T35-3	R1-PC-T-22	R1-PC-T-40	T
Janet Underwood	PC-U1-1	R1-PC-U-1	R1-PC-U-2	E

SUBJECT CODE KEY:

E – Environmental

C – Cultural Resources

D – Design

N – Noise

R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Ray and Joy Urata	PC-U2-1	R1-PC-U-1	R1-PC-U-2	E
	PC-U2-2	R1-PC-U-1	R1-PC-U-2	D
Jesus Vaca	PC-V1-1	R1-PC-V-1	R1-PC-V-15	E
Jose Valcarcel	PC-V2-1	R1-PC-V-1	R1-PC-V-15	E
Ramon Valcarcel	PC-V3-1	R1-PC-V-2	R1-PC-V-15	E
Jonathan Valdez	PC-V4-1	R1-PC-V-2	R1-PC-V-15	E
Paul Valdovinos	PC-V5-1	R1-PC-V-3	R1-PC-V-16	E
Rafael Valencia	PC-V6-1	R1-PC-V-3	R1-PC-V-16	E
Victor Valencia	PC-V7-1	R1-PC-V-4	R1-PC-V-16	E
Carol Vanderree	PC-V8-1	R1-PC-V-5	R1-PC-V-17	D/E
Antonio Vazquez	PC-V9-1	R1-PC-V-5	R1-PC-V-17	E
Francisco Velazquez	PC-V10-1	R1-PC-V-6	R1-PC-V-17	E
Nancy Velazquez	PC-V11-1	R1-PC-V-6	R1-PC-V-17	E
Ray and Jeanette Vella	PC-V12-1	R1-PC-V-7	R1-PC-V-18	D
Cherie Verderber	PC-V13-1	R1-PC-V-7	R1-PC-V-18	E/T
	PC-V13-2	R1-PC-V-7	R1-PC-V-18	T
Ashton Vergo	PC-V14-1	R1-PC-V-7	R1-PC-V-18	E
Ruben Villagno	PC-V15	R1-PC-V-8	R1-PC-V-19	E
Dick Vincent	PC-V16-1	R1-PC-V-8	R1-PC-V-19	D/T
	PC-V16-2	R1-PC-V-8	R1-PC-V-19	T
Shannon Vincent	PC-V17-1	R1-PC-V-9	R1-PC-V-19	D
Clif and Jane Vineyard	PC-V18-1	R1-PC-V-9	R1-PC-V-20	D/T
	PC-V18-2	R1-PC-V-9	R1-PC-V-20	T
	PC-V18-3	R1-PC-V-9	R1-PC-V-20	E
	PC-V18-4	R1-PC-V-9	R1-PC-V-20	D
	PC-V18-5	R1-PC-V-9	R1-PC-V-21	D
	PC-V18-6	R1-PC-V-9	R1-PC-V-21	D
	PC-V18-7	R1-PC-V-9	R1-PC-V-21	D
	PC-V18-8	R1-PC-V-10	R1-PC-V-21	D
	PC-V18-9	R1-PC-V-10	R1-PC-V-21	D/R
	PC-V18-10	R1-PC-V-10	R1-PC-V-21	D
Traci Vitug	PC-V19-1	R1-PC-V-10	R1-PC-V-21	D
Anne Vo and Phil Han	PC-V20-1	R1-PC-V-11	R1-PC-V-22	D/E
Hugh Vo	PC-V21-1	R1-PC-V-11	R1-PC-V-22	D/E
Hugh Vo	PC-V22-1	R1-PC-V-12	R1-PC-V-22	D/T

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-V22-2	R1-PC-V-12	R1-PC-V-23	T
Hugh Vo	PC-V23-1	R1-PC-V-12	R1-PC-V-23	D/T
	PC-V23-2	R1-PC-V-12	R1-PC-V-23	T
Lan Vo	PC-V24-1	R1-PC-V-13	R1-PC-V-23	D
Lan Vo	PC-V25-1	R1-PC-V-14	R1-PC-V-24	D
John Vong	PC-V26-1	R1-PC-V-14	R1-PC-V-24	D
Droshun Wade	PC-W1-1	R1-PC-W-1	R1-PC-W-18	E
Mr. and Mrs. Robert M. Walker	PC-W2-1	R1-PC-W-1	R1-PC-W-18	E/D
Harriett and James Walker	PC-W3-1	R1-PC-W-2	R1-PC-W-18	E/A/T
Davis E. Walner	PC-W4-1	R1-PC-W-2	R1-PC-W-19	D
	PC-W4-2	R1-PC-W-2	R1-PC-W-19	A
	PC-W4-3	R1-PC-W-2	R1-PC-W-19	T
	PC-W4-4	R1-PC-W-2	R1-PC-W-19	E
	PC-W4-5	R1-PC-W-2	R1-PC-W-19	D
Kimberly Walton	PC-W5-1	R1-PC-W-3	R1-PC-W-20	T
Kathleen Wang	PC-W6-1	R1-PC-W-3	R1-PC-W-20	T
Joan M. Ward	PC-W7-1	R1-PC-W-3	R1-PC-W-21	E/D/T
William H. Ward Jr.	PC-W8-1	R1-PC-W-4	R1-PC-W-21	E/D/T
Monica Warrick*	PC-W9-1	R1-PC-W-4	R1-PC-W-21	E/D/T
Casey Weber, P.E.	PC-W10-1	R1-PC-W-4	R1-PC-W-22	E
Harold Webster	PC-W11-1	R1-PC-W-5	R1-PC-W-22	D
Alex Weddle	PC-W12-1	R1-PC-W-5	R1-PC-W-22	E
David Kahn and Nancy Weintraub	PC-W13-1	R1-PC-W-6	R1-PC-W-22	E/D
David Kahn and Nancy Weintraub	PC-W14-1	R1-PC-W-6	R1-PC-W-23	D
	PC-W14-2	R1-PC-W-6	R1-PC-W-23	D
David Kahn and Nancy Weintraub	PC-W15-1	R1-PC-W-6	R1-PC-W-23	D
	PC-W15-2	R1-PC-W-6	R1-PC-W-23	D/T
	PC-W15-3	R1-PC-W-6	R1-PC-W-24	E
	PC-W15-4	R1-PC-W-6	R1-PC-W-24	E/R
Walter F. and Darlene A. Welch	PC-W16-1	R1-PC-W-7	R1-PC-W-24	D
	PC-W16-2	R1-PC-W-7	R1-PC-W-24	E
	PC-W16-3	R1-PC-W-7	R1-PC-W-24	T
Ryan Welday	PC-W17-1	R1-PC-W-7	R1-PC-W-24	E
Sean Wells	PC-W18-1	R1-PC-W-8	R1-PC-W-25	E
Willie Lee Wells	PC-W19-1	R1-PC-W-8	R1-PC-W-25	E

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Jay Wexler	PC-W20-1	R1-PC-W-9	R1-PC-W-25	E
Andy and Jean Wiblemo	PC-W21-1	R1-PC-W-9	R1-PC-W-25	E
Jeff Wilcox	PC-W22-1	R1-PC-W-9	R1-PC-W-25	E
Stacey Wilder	PC-W23-1	R1-PC-W-9	R1-PC-W-26	E
	PC-W23-2	R1-PC-W-9	R1-PC-W-26	A
	PC-W23-3	R1-PC-W-9	R1-PC-W-26	D
Steve Wilder	PC-W24-1	R1-PC-W-10	R1-PC-W-26	E
	PC-W24-2	R1-PC-W-10	R1-PC-W-27	A
	PC-W24-3	R1-PC-W-10	R1-PC-W-27	D
Cynthia Williams	PC-W25-1	R1-PC-W-10	R1-PC-W-27	D
Gavin Williams	PC-W26-1	R1-PC-W-11	R1-PC-W-27	E/D/T
Joy Williams	PC-W27-1	R1-PC-W-11	R1-PC-W-27	D
Joy Williams	PC-W28-1	R1-PC-W-11	R1-PC-W-28	D/T
Herman L. Williamson	PC-W29-1	R1-PC-W-12	R1-PC-W-28	D
	PC-W29-2	R1-PC-W-12	R1-PC-W-28	D
	PC-W29-3	R1-PC-W-12	R1-PC-W-28	D
	PC-W29-4	R1-PC-W-12	R1-PC-W-28	D
Nancy Williamson	PC-W30-1	R1-PC-W-12	R1-PC-W-29	E
	PC-W30-2	R1-PC-W-12	R1-PC-W-29	A
	PC-W30-3	R1-PC-W-12	R1-PC-W-29	D
April Wilsak	PC-W31-1	R1-PC-W-12	R1-PC-W-29	E
Chris Wilson	PC-W32-1	R1-PC-W-13	R1-PC-W-29	E
Steve Wilson	PC-W33-1	R1-PC-W-13	R1-PC-W-30	T
	PC-W33-2	R1-PC-W-13	R1-PC-W-30	D
Sylvester and Paulette Woinarowicz	PC-W34-1	R1-PC-W-13	R1-PC-W-30	N
	PC-W34-2	R1-PC-W-13	R1-PC-W-30	E
Joyce Wood	PC-W35-1	R1-PC-W-13	R1-PC-W-31	E
James Woods	PC-W36-1	R1-PC-W-14	R1-PC-W-31	E
Dale and Jeri Woodward	PC-W37-1	R1-PC-W-14	R1-PC-W-31	D
	PC-W37-2	R1-PC-W-14	R1-PC-W-31	T
Sam Wozniak	PC-W38-1	R1-PC-W-15	R1-PC-W-31	T
RD Wucetich	PC-W39-1	R1-PC-W-15	R1-PC-W-32	T
Linda Wulfing	PC-W40-1	R1-PC-W-15	R1-PC-W-32	E/D
Linda Wulfing	PC-W41-1	R1-PC-W-16	R1-PC-W-33	E/D/T
Carolyn Wyatt	PC-W42-1	R1-PC-W-16	R1-PC-W-33	E

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V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PC-W42-2	R1-PC-W-16	R1-PC-W-33	E
	PC-W42-3	R1-PC-W-16	R1-PC-W-33	D
	PC-W42-4	R1-PC-W-16	R1-PC-W-33	E
	PC-W42-5	R1-PC-W-17	R1-PC-W-33	D
	PC-W42-6	R1-PC-W-17	R1-PC-W-34	T
	PC-W42-7	R1-PC-W-17	R1-PC-W-34	T
	PC-W42-8	R1-PC-W-17	R1-PC-W-34	E
	PC-W42-9	R1-PC-W-17	R1-PC-W-34	E
	PC-W42-10	R1-PC-W-17	R1-PC-W-34	E
	PC-W42-11	R1-PC-W-17	R1-PC-W-34	D
	PC-W42-12	R1-PC-W-17	R1-PC-W-34	D
	PC-W42-13	R1-PC-W-17	R1-PC-W-34	D
	PC-W42-14	R1-PC-W-17	R1-PC-W-35	D
	PC-W42-15	R1-PC-W-17	R1-PC-W-35	T
	PC-W42-16	R1-PC-W-17	R1-PC-W-35	T
	PC-W42-17	R1-PC-W-17	R1-PC-W-35	T
Danny Yneges	PC-Y1-1	R1-PC-Y-1	R1-PC-Y-3	E
Brian Young	PC-Y2-1	R1-PC-Y-1	R1-PC-Y-3	D
	PC-Y2-2	R1-PC-Y-1	R1-PC-Y-3	E
	PC-Y2-3	R1-PC-Y-1	R1-PC-Y-3	E
	PC-Y2-4	R1-PC-Y-1	R1-PC-Y-3	D
	PC-Y2-5	R1-PC-Y-1	R1-PC-Y-3	D
Andrew Yount	PC-Y3-1	R1-PC-Y-2	R1-PC-Y-4	D/T/E
Jose Zamora	PC-Z1-1	R1-PC-Z-1	R1-PC-Z-4	E
Casey Zaruba	PC-Z2-1	R1-PC-Z-1	R1-PC-Z-4	E
Javier Zavala	PC-Z3-1	R1-PC-Z-2	R1-PC-Z-4	E
David Zawolkow	PC-Z4-1	R1-PC-Z-2	R1-PC-Z-4	T
Robert Zordani	PC-Z5-1	R1-PC-Z-3	R1-PC-Z-5	N
	PC-Z5-2	R1-PC-Z-3	R1-PC-Z-5	T
	PC-Z5-3	R1-PC-Z-3	R1-PC-Z-5	T
Unidentified 1	PC-UN1-1	R1-PC-UN-1	R1-PC-UN-11	T
Unidentified 2	PC-UN2-1	R1-PC-UN-1	R1-PC-UN-11	D
Unidentified 3	PC-UN3-1	R1-PC-UN-2	R1-PC-UN-11	D
Unidentified 4	PC-UN4-1	R1-PC-UN-2	R1-PC-UN-12	D
Unidentified 5	PC-UN5-1	R1-PC-UN-3	R1-PC-UN-12	E

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H – Hazardous Waste/Materials T – Traffic A – Air Quality V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Unidentified 6	PC-UN6-1	R1-PC-UN-3	R1-PC-UN-12	E
Unidentified 7	PC-UN7-1	R1-PC-UN-3	R1-PC-UN-12	E
Unidentified 8	PC-UN8-1	R1-PC-UN-4	R1-PC-UN-13	E
Unidentified 9	PC-UN9-1	R1-PC-UN-4	R1-PC-UN-13	E
Unidentified 10	PC-UN10-1	R1-PC-UN-5	R1-PC-UN-13	E
	PC-UN10-2	R1-PC-UN-5	R1-PC-UN-13	D
	PC-UN10-3	R1-PC-UN-5	R1-PC-UN-13	T
	PC-UN10-4	R1-PC-UN-5	R1-PC-UN-14	E
Unidentified 11	PC-UN11-1	R1-PC-UN-6	R1-PC-UN-14	E
Unidentified 12	PC-UN12-1	R1-PC-UN-6	R1-PC-UN-14	E/T
Unidentified 13	PC-UN13-1	R1-PC-UN-7	R1-PC-UN-15	E
Unidentified 14	PC-UN14-1	R1-PC-UN-7	R1-PC-UN-15	E
Unidentified 15	PC-UN15-1	R1-PC-UN-7	R1-PC-UN-15	E
Unidentified 16	PC-UN16-1	R1-PC-UN-8	R1-PC-UN-15	E
	PC-UN16-2	R1-PC-UN-8	R1-PC-UN-16	E
	PC-UN16-3	R1-PC-UN-8	R1-PC-UN-16	E
	PC-UN16-4	R1-PC-UN-8	R1-PC-UN-16	E
	PC-UN16-5	R1-PC-UN-8	R1-PC-UN-16	T
	PC-UN16-6	R1-PC-UN-8	R1-PC-UN-17	T
	PC-UN16-7	R1-PC-UN-8	R1-PC-UN-17	T
	PC-UN16-8	R1-PC-UN-8	R1-PC-UN-17	T
	PC-UN16-9	R1-PC-UN-8	R1-PC-UN-17	T
	PC-UN16-10	R1-PC-UN-8	R1-PC-UN-18	E
	PC-UN16-11	R1-PC-UN-8	R1-PC-UN-18	E
	PC-UN16-12	R1-PC-UN-8	R1-PC-UN-18	T
Unidentified 17	PC-UN17-1	R1-PC-UN-9	R1-PC-UN-18	E
Unidentified 18	PC-UN18-1	R1-PC-UN-9	R1-PC-UN-18	E
	PC-UN18-2	R1-PC-UN-9	R1-PC-UN-19	E
Unidentified 19	PC-UN19-1	R1-PC-UN-10	R1-PC-UN-19	E
PUBLIC HEARING COMMENTS – COSTA MESA				
Patricia Carlson	PH-CM1-1	R1-PH-CM-1	R1-PH-CM-14	T
	PH-CM1-2	R1-PH-CM-1	R1-PH-CM-14	T
	PH-CM1-3	R1-PH-CM-1	R1-PH-CM-14	T
Tim Chervenak	PH-CM2-1	R1-PH-CM-2	R1-PH-CM-15	E
Claydon	PH-CM3-1	R1-PH-CM-2	R1-PH-CM-15	E

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Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Elaine Dethlefsen	PH-CM4-1	R1-PH-CM-3	R1-PH-CM-15	E
John Feeney	PH-CM5-1	R1-PH-CM-3	R1-PH-CM-15	E
Kelly Gillis	PH-CM6-1	R1-PH-CM-4	R1-PH-CM-16	E
Charlotte Graham	PH-CM7-1	R1-PH-CM-4	R1-PH-CM-16	E
Sheila Koff	PH-CM8-1	R1-PH-CM-5	R1-PH-CM-16	E
Wendy Leece	PH-CM9-1	R1-PH-CM-6	R1-PH-CM-16	E
Kim Muller	PH-CM10-1	R1-PH-CM-6	R1-PH-CM-17	E
Mark Powers	PH-CM11-1	R1-PH-CM-7	R1-PH-CM-17	T
	PH-CM11-2	R1-PH-CM-7	R1-PH-CM-17	E
Beth Refanes	PH-CM12-1	R1-PH-CM-7	R1-PH-CM-17	T
	PH-CM12-2	R1-PH-CM-7	R1-PH-CM-18	T
	PH-CM12-3	R1-PH-CM-7	R1-PH-CM-18	E
Gay Gerser Sandoval	PH-CM13-1	R1-PH-CM-8	R1-PH-CM-18	E
Daniel L. Stacey	PH-CM14-1	R1-PH-CM-8	R1-PH-CM-18	D
	PH-CM14-2	R1-PH-CM-8	R1-PH-CM-18	T
Arthur Vanderree	PH-CM15-1	R1-PH-CM-9	R1-PH-CM-19	D
	PH-CM15-2	R1-PH-CM-9	R1-PH-CM-19	E
	PH-CM15-3	R1-PH-CM-9	R1-PH-CM-19	T
	PH-CM15-4	R1-PH-CM-9	R1-PH-CM-19	E
Carol La Rock	PH-CM16-1	R1-PH-CM-10	R1-PH-CM-19	E/D
Peter La Rock	PH-CM17-1	R1-PH-CM-10	R1-PH-CM-20	E
Debbie Hults	PH-CM18-1	R1-PH-CM-10	R1-PH-CM-20	E
	PH-CM18-2	R1-PH-CM-11	R1-PH-CM-20	E/AQ
	PH-CM18-3	R1-PH-CM-11	R1-PH-CM-20	D
	PH-CM18-4	R1-PH-CM-11	R1-PH-CM-20	T
	PH-CM18-5	R1-PH-CM-11	R1-PH-CM-21	E
	PH-CM18-6	R1-PH-CM-11	R1-PH-CM-21	E
Anna Reagan	PH-CM19-1	R1-PH-CM-12	R1-PH-CM-21	T
	PH-CM19-2	R1-PH-CM-12	R1-PH-CM-21	T
	PH-CM19-3	R1-PH-CM-13	R1-PH-CM-22	E
PUBLIC HEARING COMMENTS – WESTMINSTER				
Barbara Delgleize	PH-W1-1	R1-PH-W-1	R1-PH-W-11	E
Marilyn Edgar	PH-W2-1	R1-PH-W-1	R1-PH-W-11	D
Marilyn Edgar	PH-W3-1	R1-PH-W-2	R1-PH-W-11	E/A/N
	PH-W3-2	R1-PH-W-2	R1-PH-W-11	E

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Commenter	ID	Comment Page Number	Response Page Number	Subject Code
	PH-W3-3	R1-PH-W-2	R1-PH-W-11	N
	PH-W3-4	R1-PH-W-2	R1-PH-W-12	T
Robin Marcario	PH-W4-1	R1-PH-W-3	R1-PH-W-12	T
	PH-W4-2	R1-PH-W-3	R1-PH-W-12	E
Sue Morrow	PH-W5-1	R1-PH-W-3	R1-PH-W-12	T
William Plumlee	PH-W6-1	R1-PH-W-4	R1-PH-W-12	E
LaVon Plumlee	PH-W7-1	R1-PH-W-4	R1-PH-W-13	E
	PH-W7-2	R1-PH-W-4	R1-PH-W-13	E
Kim Powers	PH-W8-1	R1-PH-W-5	R1-PH-W-13	E/T
Kelly Powers	PH-W9-1	R1-PH-W-5	R1-PH-W-13	E/T
Craig Sandberg	PH-W10-1	R1-PH-W-6	R1-PH-W-14	E
	PH-W10-2	R1-PH-W-6	R1-PH-W-14	T
Sandra Tappen	PH-W11-1	R1-PH-W-6	R1-PH-W-14	T
Isabelle Teraoka	PH-W12-1	R1-PH-W-7	R1-PH-W-14	E
	PH-W12-2	R1-PH-W-7	R1-PH-W-15	E
	PH-W12-3	R1-PH-W-7	R1-PH-W-15	E/N
Mark Bird	PH-W13-1	R1-PH-W-8	R1-PH-W-16	E/N
Diana Clayton	PH-W14-1	R1-PH-W-9	R1-PH-W-16	E
Sandy Quintana	PH-W15-1	R1-PH-W-9	R1-PH-W-16	E/R
	PH-W15-2	R1-PH-W-9	R1-PH-W-16	A/N/E
	PH-W15-3	R1-PH-W-9	R1-PH-W-16	T
PUBLIC HEARING COMMENTS – ROSSMOOR				
Naomi Blackmore	PH-R1-1	R1-PH-R-1	R1-PH-R-21	E
	PH-R1-2	R1-PH-R-1	R1-PH-R-21	D
Naomi Blackmore	PH-R2-1	R1-PH-R-1	R1-PH-R-21	E
Naomi Blackmore	PH-R3-1	R1-PH-R-2	R1-PH-R-21	T
	PH-R3-2	R1-PH-R-2	R1-PH-R-21	E
Naomi Blackmore	PH-R4-1	R1-PH-R-2	R1-PH-R-22	A/N/E
Ruth Book	PH-R5-1	R1-PH-R-3	R1-PH-R-22	E/D/T
Chris Diaz	PH-R6-1	R1-PH-R-3	R1-PH-R-23	E
Fairbanks	PH-R7-1	R1-PH-R-4	R1-PH-R-23	N/R
Edward Foster	PH-R8-1	R1-PH-R-4	R1-PH-R-23	E
Barbara Ghoemley	PH-R9-1	R1-PH-R-5	R1-PH-R-24	E
Maureen Greenwood-Hamilton	PH-R10-1	R1-PH-R-5	R1-PH-R-24	T
	PH-R10-2	R1-PH-R-6	R1-PH-R-25	E

SUBJECT CODE KEY:

E – Environmental

C – Cultural Resources

D – Design

N – Noise

R – Right-of-Way

H – Hazardous Waste/Materials

T – Traffic

A – Air Quality

V – Visual

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Lisa Gutierrez	PH-R11-1	R1-PH-R-6	R1-PH-R-25	D
Geoff Hall	PH-R12-1	R1-PH-R-7	R1-PH-R-25	E
Rich Hamilton	PH-R13-1	R1-PH-R-7	R1-PH-R-25	E
	PH-R13-2	R1-PH-R-7	R1-PH-R-26	D
	PH-R13-3	R1-PH-R-7	R1-PH-R-26	T
	PH-R13-4	R1-PH-R-7	R1-PH-R-26	E
Chris Ingalls	PH-R14-1	R1-PH-R-8	R1-PH-R-26	E
Dennis Jack	PH-R15-1	R1-PH-R-8	R1-PH-R-26	D
Tim James	PH-R16-1	R1-PH-R-9	R1-PH-R-27	E
Richard Jolly	PH-R17-1	R1-PH-R-9	R1-PH-R-27	E
	PH-R17-2	R1-PH-R-9	R1-PH-R-27	D
Mike Levitt	PH-R18-1	R1-PH-R-10	R1-PH-R-27	E
Fred Levy	PH-R19-1	R1-PH-R-11	R1-PH-R-27	E
Sanford Levy	PH-R20-1	R1-PH-R-11	R1-PH-R-28	D
Sanford Levy	PH-R21-1	R1-PH-R-12	R1-PH-R-28	E
Anne New	PH-R22-1	R1-PH-R-12	R1-PH-R-28	A/N
Jean Orland	PH-R23-1	R1-PH-R-13	R1-PH-R-29	E
Mike Orland	PH-R24-1	R1-PH-R-13	R1-PH-R-29	E
Barbara Parks	PH-R25-1	R1-PH-R-14	R1-PH-R-29	E
Patti and Bruce Pittman	PH-R26-1	R1-PH-R-14	R1-PH-R-29	D
	PH-R26-2	R1-PH-R-14	R1-PH-R-30	E
	PH-R26-3	R1-PH-R-14	R1-PH-R-30	E
Merlin Thimlar	PH-R27-1	R1-PH-R-15	R1-PH-R-30	T
Merlin Thimlar	PH-R28-1	R1-PH-R-15	R1-PH-R-30	N
Jeanette Vella	PH-R29-1	R1-PH-R-16	R1-PH-R-31	E/A
Ray Vella	PH-R30-1	R1-PH-R-16	R1-PH-R-31	D
Doris E. Wagner	PH-R31-1	R1-PH-R-17	R1-PH-R-31	E
Cynthia Williams	PH-R32-1	R1-PH-R-17	R1-PH-R-32	E
Unidentified	PH-R33-1	R1-PH-R-18	R1-PH-R-32	E
William Soule	PH-R34-1	R1-PH-R-19	R1-PH-R-32	D
	PH-R34-2	R1-PH-R-19	R1-PH-R-33	T
	PH-R34-3	R1-PH-R-19	R1-PH-R-33	E
PUBLIC HEARING COMMENTS – FOUNTAIN VALLEY				
Kenneth Arnold	PH-FV1-1	R1-PH-FV-1	R1-PH-FV-8	T
Kenneth Arnold	PH-FV2-1	R1-PH-FV-1	R1-PH-FV-8	T

SUBJECT CODE KEY:

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H – Hazardous Waste/Materials	T – Traffic	A – Air Quality	V – Visual	

Table R1-1: Comment Letter Matrix

Commenter	ID	Comment Page Number	Response Page Number	Subject Code
Kenneth Arnold	PH-FV3-1	R1-PH-FV-2	R1-PH-FV-8	E
Gus Ayer	PH-FV4-1	R1-PH-FV-2	R1-PH-FV-9	E
Lynn Duncan	PH-FV5-1	R1-PH-FV-3	R1-PH-FV-9	E
	PH-FV5-2	R1-PH-FV-3	R1-PH-FV-9	E/R
	PH-FV5-3	R1-PH-FV-3	R1-PH-FV-10	E
Marianne Gentry	PH-FV6-1	R1-PH-FV-3	R1-PH-FV-10	E
John Hill	PH-FV7-1	R1-PH-FV-4	R1-PH-FV-10	E
Edmond Karam	PH-FV8-1	R1-PH-FV-4	R1-PH-FV-10	E
Mark Allen Korando	PH-FV9-1	R1-PH-FV-5	R1-PH-FV-11	E
A. Lucero	PH-FV10-1	R1-PH-FV-5	R1-PH-FV-11	E
	PH-FV10-2	R1-PH-FV-5	R1-PH-FV-11	E/R
Chris Morrow	PH-FV11-1	R1-PH-FV-6	R1-PH-FV-11	E
Tricia and Mike Paull	PH-FV12-1	R1-PH-FV-6	R1-PH-FV-12	E
Mervyn Simchowitz	PH-FV13-1	R1-PH-FV-7	R1-PH-FV-12	D/R
Scott Smith	PH-FV14-1	R1-PH-FV-7	R1-PH-FV-12	E
Note: * Comment received after public review period.				

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I-405 IMPROVEMENT PROJECT DEIR/EIS COMMON RESPONSES

Common Response – Preferred Alternative Identification	R1-78
Common Response – Compensation for Property Acquisition	R1-78
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Common Response – Impacts to Businesses	R1-85
Common Response – Northbound Braided Ramps at the Magnolia/Warner Interchange	R1-95
Common Response – Noise/Noise Analysis	R1-98
Common Response – Almond Avenue Soundwall	R1-101
Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes	R1-104
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Common Response – Measure M Funding	R1-124
Common Response – Comparison of Tolled Express Lane Operation of SR-91 to I-405	R1-125
Common Response – Substantiation of Reported Corridor Travel Times for Build Alternatives	R1-127
Common Response – Insufficient Environmental Document/Mitigation Measures	R1-127
Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, Gateway City Council of Governments, and the City of Long Beach	R1-129
Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property	R1-131
Common Response – Traffic Flow at the Orange County/Los Angeles County Line	R1-132
Common Response – Elimination of Light-Rail Transit (LRT) and Bus Rapid (BRT) Transit Alternatives	R1-136
Common Response – Induced Demand	R1-137

Common Response – Preferred Alternative Identification

Caltrans and OCTA thank you for your comment and participation in the environmental process for the I-405 Improvement Project. Your comment has been acknowledged and considered in identifying the preferred alternative for the Final EIR/EIS.

Caltrans and OCTA have made the final determination of the project's impact on the environment based on the comments and concerns expressed during the public review period and the results of the engineering and environmental technical analysis.

The preferred alternative (the alternative that will be advanced to construction) and the process used in its identification is described in the Final EIR/EIS in Section 2.2.7, Identification of the Preferred Alternative.

Common Response – Compensation for Property Acquisition

Several comments were received regarding impacts to businesses. Under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), project impacts to individual properties will be evaluated during final design with regard to specifics, including parking spaces, landscaping, hardscape features, lighting features, driveway access, sign structures, parking lot circulation, delivery locations, and building access. For each property, the impacts will be determined and tabulated. Once the individual property owner and OCTA agree to the impacts, OCTA's Right-of-Way (ROW) Agents will investigate ways to minimize, eliminate, address, and/or compensate for those impacts. The ROW Agents will use City codes, site engineers, and feedback from the property owner on how to minimize effects of the project on an individual property.

Where property acquisition is required, OCTA will follow a step-by-step acquisition process defined by the Uniform Act administered through Caltrans. Refer also to Appendix D, Summary of Relocation Benefits, in the Final EIR/EIS. OCTA will provide a summary of the property acquisition process to each affected property owner and tenant prior to beginning the purchase. An overview of the process and the rights and benefits of affected property owners and tenants is described in Appendix D. Property needs for the project will include permanent effects (i.e., partial acquisition of parcels and permanent easements on some parcels) and temporary effects (i.e., temporary use of parts of parcels for temporary construction easements [TCEs] and other short-term temporary uses).

OCTA will work directly with the property owner(s) and tenant(s) to assist with the acquisition process. Before making an offer, OCTA will obtain an appraisal of the property to establish its fair market value. The owner of the property will be given an opportunity to accompany the

appraiser during the inspection and provide information to the appraiser that may be relevant to the value of the property.

Although not anticipated, if it is necessary to purchase the property in full, relocation advisory assistance and benefits are available, including identification of comparable replacement properties, assistance with purchase of replacement property, moving expenses and related payments, payment of transaction fees, and assignment of an acquisition/relocation agent to each owner and tenant. Property owners and tenants will not be required to move until the property is needed for project construction.

Common Response – Air Quality

Several comments were received regarding air quality. The air quality analysis was conducted consistent with Caltrans protocols and guidance and addresses both construction and operational impacts. The air quality analysis for the project has been prepared in accordance with the requirements under the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA), as well as those of the Clean Air Acts, Transportation Conformity Regulations, and policies and guidance by the United States Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), and Caltrans, as appropriate. A mobile source air toxics (MSAT) analysis has been prepared following the latest FHWA MSAT Interim Guidance, and a carbon monoxide (CO) analysis has been prepared based on the EPA-approved CO Protocol developed by the Institute of Transportation Studies at the University of California, Davis, in cooperation with Caltrans. A particulate matter (PM) analysis has been conducted based on the joint EPA/FHWA guidance released on March 10, 2006, titled “Transportation Conformity Guidance for Qualitative Hot-Spot Analysis in PM_{2.5} and PM₁₀ Non-Attainment and Maintenance Areas.”

The principal intent of the air quality analysis is to show that the project is included in area plans that take into account the air quality effects of all regional transportation projects. In general, improvement projects, such as this project, will reduce air quality impacts due to reduced traffic congestion. Vehicles, including diesel-fueled trucks, produce greater emissions when moving slowly through a heavily congested area because the vehicles’ engines operate less efficiently at low speeds, and because the vehicles remain in a congested area much longer. For example, in 2020, it was estimated based on EMFAC2011 that a passenger vehicle traveling 12 miles per hour (mph) would generate approximately 0.055 grams per mile of particulate matter less than 10 microns in diameter (PM₁₀) emissions. In comparison, a passenger vehicle traveling 25 mph would generate approximately 0.025 grams per mile of PM₁₀ emissions.

A regional emissions analysis was completed based on vehicle miles traveled (VMT) and vehicle speeds. Regional criteria pollutant and volatile organic compound (VOC) emissions are presented in Tables 3.2.6-5 through 3.2.6-7 of the Final EIR/EIS. Tables 3.2.6-6 and 3.2.6-7 show that emissions for the build alternatives are generally less than the existing and future no-build conditions. This decrease is due to higher vehicle speeds, which generally result in lower emission rates; therefore, the project would result in a beneficial effect related to regional operational emissions.

The regional operational emissions analysis was completed for the build alternatives, showing that criteria pollutant emissions would be less than the future no-build conditions in years 2020 and 2040 (see Tables 3.2.6-5 through 3.2.6-7 of the EIR/EIS). Future emissions (2020 and 2040) for all build alternatives would be less than existing for VOCs, nitrogen oxides (NO_x), and CO and higher than existing for sulfur oxides (SO_x), particulate matter less than 2.5 microns in diameter (PM_{2.5}), and PM₁₀. OCTA has coordinated with the Southern California Association of Governments (SCAG) to incorporate the design concept, scope, and description of the Preferred Alternative into the Regional Transportation Plan (RTP) and Federal Transportation Improvement Plan (FTIP) and their air quality conformity analysis.

As described in Section 3.2.6 of the EIR/EIS, short-term degradation of air quality may occur during construction. Implementation of the measures in Section 3.2.6.4 will reduce any air quality impacts resulting from construction activities.

Common Response – Health Risks

Several comments were received regarding health risks. Caltrans has adopted FHWA guidance for evaluating MSAT emissions. FHWA has indicated that quantitative analysis (i.e., dispersion modeling) cannot provide any meaningful comparison of alternatives and, in fact, may provide misleading information as to the current understanding of MSATs and the capabilities of current tools. As part of the development of the FHWA interim MSAT guidance,¹ FHWA conducted a thorough review of the scientific information related to MSATs from transportation sources. As a result of that review, FHWA concluded that the available technical tools do not enable us to reliably estimate pollutant exposure concentrations or predict the project-specific health impacts of the emissions changes associated with transportation project alternatives; therefore, at this time, FHWA does not support dispersion modeling.

The FHWA Interim Guidance for MSAT Analysis indicates that available technical tools do not reliably predict the project-specific health impacts of the MSAT emission changes associated with project alternatives. Limitations of the tools include the following:

¹ <http://www.fhwa.dot.gov/environmental/airtoxic/100109guidememo.htm>, accessed September 14, 2011.

- **Emissions:** The tools available from EPA and the California Air Resources Board (CARB) to estimate MSAT emissions from motor vehicles are not sensitive to key variables that determine emissions of MSATs in the context of highway projects.
- **Dispersion:** The tools to predict how MSATs disperse are also limited. The current EPA and California line-source regulatory models, such as CALINE3, CAL3QHC, and CALINE4, were developed and validated for the purpose of predicting episodic concentrations of CO to determine compliance with the National Ambient Air Quality Standards (NAAQS). The performance of these dispersion models is adequate for predicting maximum concentrations that can occur over short time periods. Alternative dispersion models, such as EPA's AERMOD, were not developed for use with line sources, requiring adaptation and approximation of line emission sources such as roads. Along with these general limitations of dispersion models, FHWA is also faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations.
- **Exposure Levels and Health Effects:** Even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude the analysis from reaching meaningful conclusions about project-specific health impacts. Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology, which affects emissions rates, over a 70-year period. A worst-case analysis approach does not mitigate these concerns because it replaces uncertainty with assumptions that lead to risk estimates that almost certainly are far in excess of anything realistic.

In 2020, based on the methodology provided by FHWA, the various build alternatives would generate between 8 and 72 percent less MSAT emissions than existing conditions and the No Build Alternative, as shown in Tables 3.2.6-13 and 3.2.6-14. In 2040, the various build alternatives would generate between 19 and 82 percent less MSAT emissions than existing conditions and the No Build Alternative. A detailed Health Risk Assessment (HRA) was not completed and is not necessary because the build alternatives would reduce MSAT emissions in the study area.

The primary pollutant of concern for health risk is diesel particulate matter (DPM). When compared to existing conditions and the No Build Alternative, the various build alternatives would reduce DPM emissions in the study area between 8 and 17 percent in 2020 and between

19 and 27 percent in 2040; therefore, each of the build alternatives would reduce long-term health risks along the project segments.

Health effects of diesel vehicles and equipment are evaluated over a 70-year period. No phase of construction activity would last more than 5 years. In addition, onsite equipment would not be located in the vicinity of any one location for the entire duration of a phase; therefore, the short-term exposure to construction activities would not result in long-term health risks.

Common Response – Property Values

Several comments were received regarding property values. Some commenters have expressed a general belief that the proposed project would result in decreased property values due to various reasons, including temporary construction impacts, property acquisitions, and/or project features being located closer to properties than they were previously.

There are varied patterns in the effect of freeways on residential property values. Most studies recognize that freeway construction can produce conflicting influences on property values. They show both appreciation and loss in value for properties due to freeway construction. Some properties abutting the freeway or in very close proximity to it appear to suffer most of the adverse effects from the freeway, whereas, net gain is shown in value in the general vicinity of the freeway due to increased accessibility.

Due to the variability in the potential project effects on property values, it is difficult to assess the potential effect of a transportation project on the values of individual properties. Six factors related to transportation projects may affect property values: accessibility, safety, noise, visual quality, community cohesion, and business productivity. For residential properties, only the first five factors are applicable. Changes in these factors may, but not necessarily would, result in a change in property values. Additionally, the degree to which a transportation project will affect property values depends in part on the location of the property (i.e., either adjacent to or in the vicinity of a project) and the land use (i.e., residential, commercial, or industrial). The analyses in the environmental consequences sections in the Draft EIR/EIS indicate the project build alternatives will result in effects on community character and cohesion within the corridor cities (Section 3.1.4.1.3, page 3.1.4-19), will improve mobility and potentially reduce congestion in areas in the corridor cities (Section 3.1.6.3, page 3.1.6-35), will result in changes in views of the area along I-405 (Section 3.1.7.3, page 3.1.7-27), and will result in noise impacts along the project segment of I-405 (Section 3.2.7.3, page 3.2.7-6). Avoidance, minimization, and mitigation measures included in the project would substantially reduce the effects of the build alternatives related to community character and cohesion (Section 3.1.4.1.4, page 3.1.4-28),

traffic (Section 3.1.6.4, page 3.1.6-108), visual/aesthetics (Section 3.1.7.4, page 3.1.7-84), and noise (Section 3.2.7.4, page 3.2.7-43).

The environmental document does not specifically discuss property values as part of the CEQA/NEPA analysis. Real estate market prices are mainly based on comparative sales in the area. There are many factors that contribute to market values, including location, the neighborhood, current real estate sales in the area, school system, crime, taxes, government services, parks/recreational, and the features of the home. The I-405 Improvement Project may have an effect on the property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decreased because a freeway was widened near a home. To the extent that a perceived decrease in property values or decline in quality of life would be caused by or result in degradation in the physical environment, the Final EIR/EIS discusses measures that will be adopted as conditions of project approval to mitigate environmental impacts.

Common Response – Compensation for Construction Impacts

Several comments were received regarding compensation for construction impacts. Chapter 3 of the Draft EIR/EIS provides a summary of the construction impacts expected from the project. Efforts will be made during the design/construction phase to minimize disruption to local traffic and access to and visibility of existing properties. This will allow businesses to remain open and residents to access their homes during construction of the project. An extensive public outreach campaign is planned to ensure that residents and businesses are informed of details of the type and duration of construction impacts to be expected. For properties that will require a partial acquisition or a TCE, compensation will be provided per the Uniform Act. Measures COM-1 through COM-12 and T-1 would minimize potential construction-related temporary effects.

If you feel that you have lost money or property as a result of any action or inaction by Caltrans and your claim is for \$5,000 or less, you can file your claim directly with Caltrans. No fee is required for Caltrans claims less than \$5,000.

If your claim is for more than \$5,000, you must file a claim with the Victim Compensation and Government Claims Board. This program gives you the opportunity to formally demand compensation for your loss and may lead to a settlement of your claim without the need to file a lawsuit. For more information about the Government Claims Program or to request a claim form, write to: California Board of Control, Government Claims Division, P.O. Box 3035, Sacramento, CA 95812-3035. You may also call the Government Claims Program toll-free at 1-800-955-0045.

To present a claim for \$5,000 or less, fill out Form LD0274, Claim against Department of Transportation for Amounts \$5,000.00 and Less and present it to the appropriate District Claims Office. This form is in Adobe PDF format, and Adobe Acrobat Reader to view and print the form can be downloaded and installed. To determine the proper place to file your form, you must know the county in which your incident occurred. Each county is covered by a specific District Claims Office. Orange County is covered by Caltrans District 12 at 3347 Michelson Drive, Suite 100, Irvine, CA 92612-8894, 949-724-2484.

Common Response – Relocation of Gas Lines

Several comments specified concerns for relocation of gas lines. Within the project area, there are natural gas and petroleum lines owned by Southern California Gas Company (SCG), Chevron, City of Seal Beach, City of Westminster, Paramount Petroleum, Plains All-American Pipeline, and City of Long Beach Gas and Oil. The major gas lines within the project area include a 14-inch high-pressure gas transmission line owned by the City of Long Beach and a 16-inch medium-pressure pipeline owned by SCG, which are located just north of the Naval Weapon Station (NAVWPNSTA) Seal Beach perimeter security fence in the Caltrans I-405 ROW in Seal Beach.

Once the project is approved, Caltrans and OCTA will work with the owners of gas/petroleum lines to ensure that relocation of the utilities are conducted and relocated in the safest possible manner. Agreements will be made between Caltrans, OCTA, and the owners of gas/petroleum lines once the relocations have been agreed upon. The schedule of the utility relocation will occur prior to construction of the I-405 Improvement Project. Relocations of the utilities will be conducted by a contractor on behalf of the utility owner. For the major gas lines, as discussed on pages 3.1.5-15 through 3.1.5-17 of Section 3.1.5.2, Environmental Consequences, of the Draft EIR/EIS, three options were evaluated for relocation of the gas lines in the Caltrans ROW just north of the NAVWPNSTA Seal Beach. The option that retains the gas/petroleum lines on the south side of I-405 within Navy jurisdiction (Option 1) is the preferred option and will be pursued. This process will include coordination and approval by the Navy. Measures COM-8, UT-1, and UT-2 would minimize potential construction-related temporary effects during utility relocation.

Common Response – Relocating Utilities Underground

Several comments were received requesting that overhead utilities impacted by the project be relocated underground. As discussed on pages 3.1.5-14 through 3.1.5-17 of the Draft EIR/EIS in Section 3.1.5.2, Environmental Consequences, and shown in Section K2 of Appendix K of the Draft EIR/EIS, there are several overhead utilities that exist within the project area that may need to be relocated. These utilities include electrical and communications. Caltrans and OCTA

understand that relocating utilities underground may provide an aesthetic and safety benefit to communities; however, Caltrans' current policy on relocation of overhead utilities is to only pay for relocating in kind, overhead utilities for overhead utilities. This means that Caltrans cannot use State or federal money to relocate overhead utilities into an underground location, unless there is a compelling engineering need for the project or it is more cost effective.

Upon project approval, Caltrans and OCTA will work together with the utility agencies to identify the specific overhead utilities that need to be relocated and determine if "undergrounding" utilities is the best option from an engineering and cost perspective. Measures COM-8, UT-1, and UT-2 would minimize potential construction-related temporary effects during utility relocation.

Common Response – Impacts to Businesses

Several comments were received regarding impacts to businesses. Under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), project impacts to individual properties will be evaluated during final design with regard to specifics, including parking spaces, landscaping, hardscape features, lighting features, driveway access, sign structures, parking lot circulation, delivery locations, and building access. For each property, the impacts will be determined and tabulated. Once the individual property owner and OCTA agree to the impacts, OCTA's ROW Agents will investigate ways to minimize, eliminate, address, and/or compensate for those impacts. The ROW Agents will use City codes, site engineers, and feedback from the property owner on how to minimize effects of the project on an individual property.

As part of the evaluation process under the Uniform Act used in ROW acquisitions, a major consideration is whether a property can continue to function effectively if only part of the property is acquired for the project. The definition of a property to function is proper accessibility (e.g., driveways) and the ability to develop according to the local jurisdiction's zoning laws. As the specifics of the property impacts are evaluated, the portion to be acquired, and how that affects the function of the business, will be determined.

As part of compliance with the Uniform Act for loss of parking on individual properties, OCTA's ROW Agents may conduct a detailed parking study to investigate the use of adjacent acquisitions for replacement parking, reconfiguring parking lots on the property, restriping parking spaces, enlarging parking lots, and reconfiguring delivery locations to avoid and minimize damages to the property owners and tenants. Measure COM-10 of the Draft EIR/EIS in Section 3.1.4.1.4, Environmental Consequences, includes conducting parking studies for properties where parking is impacted by the project.

If impacts to a property cannot be minimized or mitigated to allow the business to remain in operation, then OCTA's ROW Agents will work with the property owner in an attempt to find a replacement location first within the same vicinity and, if not in the same vicinity, then in the same city, and then in adjacent cities. The property owner will be compensated for the relocation costs, loss of business, and other losses. Refer to Common Response – Compensation for Property Acquisition (above) related to the property acquisition process and to Appendix D, Summary of Relocation Benefits, in the Final EIR/EIS for additional information regarding the ROW acquisition process and relocation benefits for affected property owners and tenants.

Caltrans/OCTA will make every effort to provide access to businesses during construction. A detailed stage construction plan will be developed during the construction phase of the project. The stage construction and detour plans will detail how access will be provided to each property and for how long, if at all, the access will be restricted. Measures COM-1 through COM-12 and T-1 would minimize potential construction-related temporary effects to businesses.

In Westminster, the proposed impacts to the parking lot of El Torito Restaurant along Goldenwest Street approaching Bolsa Avenue, as shown in the Draft EIR/EIS, have been reduced. The street cross-sectional widths have been reduced, similar to existing conditions, which allows for a reduction of impacts to the parking lot to approximately three spaces. The proposed impacts to 20 parking spaces along the roadway between the I-405 southbound off-ramp and Bolsa Avenue adjacent to the Sears Auto Center have been eliminated through redesign.

Magnolia/Warner Interchange on the Southbound Side of I-405

The comments expressing concerns about full acquisition of the properties where Sports Authority, Days Inn, and Fountain Valley Skating Center are located, along with the partial acquisition of the property where Boomers is located, have been considered. A design option has been developed for all three build alternatives to eliminate full acquisitions to these ROW impacts. If this design option is included in the Preferred Alternative presented in the Final EIR/EIS, none of these properties would require full acquisition but partial acquisitions to Boomers is inevitable.

In the southbound direction of I-405, the braided ramps included in the Draft EIR/EIS, which grade separate the Magnolia Street loop on-ramp and the Warner Avenue loop off-ramp, would be eliminated by the design option. In lieu of the braided ramp configuration, the Magnolia Street loop on-ramp would terminate at I-405 into a new auxiliary lane adjacent to the general purpose (GP) lanes, which would accommodate traffic exiting I-405 onto the Warner Avenue loop off-ramp. The auxiliary lane would terminate south of the off-ramp to Warner Avenue and avoid ROW impacts south of the Warner Avenue interchange. Provision of an auxiliary lane

from the Magnolia Street on-ramp south beyond the Warner Avenue off-ramp represents an improvement over the existing condition, which provides an extra-wide outside GP lane between the Magnolia Street on-ramp to the Warner Avenue off-ramp.

Because it has one less freeway lane in each direction, the traffic analysis presented below for Alternative 1 is considered a worst-case condition. Alternatives 2 and 3 are assumed to be generally similar to Alternative 1.

Under this design option, the weave between the on-ramp to southbound I-405 from Magnolia Street and the off-ramp from southbound I-405 to Warner Avenue would be treated with an auxiliary lane extending from the Magnolia Street on-ramp beyond the Warner Avenue off-ramp for a distance of approximately 1,688 feet (ft), where it would be dropped with a taper extending an additional 600 ft as shown in Figure R1-1. The auxiliary lane and taper would end approximately 481 ft north of the 6-ft separation between the Warner Avenue on-ramp and southbound I-405.

The on-ramp to southbound I-405 from Magnolia Street would have two lanes from the Magnolia Street intersection to the ramp meter, a distance of 754 ft. Downstream of the ramp meter, the ramp would taper to a single lane entering I-405 at the beginning of the auxiliary lane described in the preceding paragraph.

If the amount of storage upstream of the ramp meter limit line on the on-ramp to southbound I-405 from Magnolia Street is inadequate to contain ramp meter queuing, the project condition lane configuration at the intersection of the I-405 southbound ramps and Magnolia Street would be reconfigured from the configuration included in the Draft EIR/EIS. The reconfiguration would provide three exclusive northbound through lanes, two exclusive southbound through lanes, one exclusive southbound right-turn lane, dual left-turn lanes eastbound, and dual right-turn lanes eastbound. The intersection would be signalized.

Traffic analysis of the design options consists of two components:

- Weaving analysis on southbound I-405 between the Magnolia Street on-ramp and the Warner Avenue off-ramp; and
- Intersection level of service (LOS) analysis of the Magnolia/southbound I-405 ramps intersection.

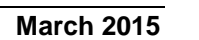
The Highway Capacity Software (HCS) weaving analysis worksheets and Synchro intersection LOS analysis worksheets are presented in Appendix L5 of the Final EIR/EIS.

Weaving Analysis

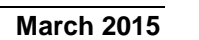
Weaving analysis was conducted for the proposed auxiliary lane between the on-ramp to southbound I-405 from Magnolia Street and the off-ramp from southbound I-405 to Warner Avenue. Analysis was conducted for both AM and PM peak hours in both the opening year (2020) and the design year (2040). The traffic volumes used for the analysis are those reported in the Traffic Study in Figures 2.5.1 and 2.5.2.

The analysis shows that the weaving section is anticipated to operate at LOS E and D during the AM and PM peak hours, respectively, in 2020 and LOS F and E in 2040. Figures 2.5.1 and 2.5.2 of the Traffic Study show the minimum southbound mainline peak-hour volume under Alternative 1 in the vicinity of the Magnolia Street/Warner Avenue interchange is 9,593. A volume of 9,593 exceeds the capacity of the Alternative 1 southbound GP lanes (1,850 vehicles per lane per hour x 5 GP lanes = 9,250). Given this overcapacity condition, it is unlikely that the weaving segment will operate better than LOS F. For comparison purposes, Table R1-2 presents the weaving segment LOS without the braided ramps and the LOS in the corresponding segment of I-405 with the braided ramps as reported in the Traffic Study.

Consistent with Section 2.1.3, Weaving Analysis Methodology, of the Traffic Study, an additional weaving analysis was conducted for year 2040 using mainline freeway volumes constrained to a maximum volume per lane of 1,850 vehicles per hour (vph). By constraining the mainline volumes, the second analysis provides an evaluation of the weaving without being overshadowed by oversaturated (i.e., jammed) conditions on I-405. This analysis of constrained freeway volumes provides an analysis of how well the weaving section is anticipated to operate when the I-405 mainline is congested but not jammed, as in shoulder hours (i.e., hours just before or after the peak hours) rather than peak hours. When traffic is oversaturated (i.e., jammed), weaving is done at extremely low speeds and would not contribute substantially to additional congestion; weaving analysis of shoulder hours, when speeds are higher, is more informative about how well the weaving section can be expected to operate. Consistent with the Traffic Study, the ramp volumes used in the constrained analysis were the peak-hour volumes. The constrained analysis shows that the weaving segment is anticipated to operate at LOS E and D, respectively, during the AM and PM shoulder hours. Table R1-2 presents the weaving segment LOS without the braided ramps using the constrained mainline freeway volumes and the LOS in the corresponding segment of I-405 with the braided ramps as reported in the Traffic Study using the constrained mainline freeway volumes.



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Table R1-2: Comparison of Operations with and without the Southbound Braided Ramps at the Magnolia/Warner Interchange				
	2020		2040	
	AM	PM	AM	PM
Unconstrained Mainline Freeway Volumes				
With Braided Ramps ¹				
Ramp Junction: On-ramp from Magnolia Street	F	C	F	C
Ramp Junction: Off-ramp to Warner Avenue	E	E	F	F
Without Braided Ramps				
Weaving: Magnolia Street to Warner Avenue	D	D	E	D
Constrained Mainline Freeway Volumes²				
With Braided Ramps ¹				
Ramp Junction: On-ramp from Magnolia Street			C	C
Ramp Junction: Off-ramp to Warner Avenue			E	E
Without Braided Ramps				
Weaving: Magnolia Street to Warner Avenue			D	C
Intersection				
Southbound Ramps at Magnolia Street				
With Braided Ramps ¹	A	B	B	C
Without Braided Ramps	A	B	A	B
No Build	D	B	F	C

¹ Data with braided ramps are from the Traffic Study in Tables 2.5.3, 2.5.4, 2.5.5, 3.8.2, 3.8.3, 3.8.4, and 3.8.5. Consistent with the Traffic Study constrained analysis is only provided for the horizon year.

Intersection LOS Analysis

The amount of available storage on the Magnolia Street on-ramp to southbound I-405 upstream of the ramp meter limit line is 754 ft per lane for each of the two lanes. Table 3.8.6 in the Traffic Study shows the ramp meter queues for a two-lane on-ramp upstream of the ramp meter under project conditions. The table shows that a maximum queue length of approximately 25 ft per lane is anticipated with a metering rate of 650 vph (using a meter cycle length of approximately 5.5 seconds).

If a metering rate is selected that causes traffic to queue beyond the ramp onto southbound Magnolia Street, intersection LOS analysis was conducted to determine if the ramp intersection with Magnolia Street would operate acceptably with the curb lane dedicated to exclusively serving ramp traffic. The analysis shows that the intersection is anticipated to operate at LOS A during the AM peak hour and LOS B during the PM peak hour in years 2020 and 2040.

For comparison purposes, Table R1-2 summarizes LOS, v/c ratios, and average delays with project traffic under project geometrics with and without the braided ramps. As shown in Table

R1-2, the proposed intersection geometrics under the project condition allows the I-405 southbound off-ramp/Magnolia Street intersection to operate at LOS B or better compared to LOS F or better under the 2040 no-build condition. The intersection does not meet the significant impact criteria, and there are no significant traffic impacts at the intersection.

Nonstandard Features

Nonstandard features are associated with the design option without the southbound braided ramps. The Caltrans HDM 504.7 weaving LOS standard for the southbound weaving section in which the proposed auxiliary lane is located is LOS C or D, while the proposed LOS is E during shoulder hours as explained above. LOS is F during peak hours as a result of the I-405 mainline being over capacity. HDM 504.7 standard weaving section length is 1,600 ft compared to the 1,465 ft proposed without the braided ramps. Other nonstandard features that are distinct from those in Alternative 1 are related to superelevation transitions, tangent lengths between reversing curves, and minimum grades.

Comparison of With and Without Braided Ramp Configurations

Table R1-2 provides a comparison of the southbound interchange configuration with the braided ramps using data presented in the Draft EIR/EIS and without the braided ramps using data presented above. During the peak hours (i.e., unconstrained analysis) the I-405 mainline in the area between the Magnolia Street on-ramp and the Warner Avenue off-ramp is anticipated to operate without the braided ramps as well or better than with the braided ramps, except that during the PM peak hour, the ramp junction of the on-ramp from Magnolia Street is anticipated to operate at LOS C with the braided ramps compared to LOS D in the weaving area without the braided ramps in 2020 and LOS E in 2040. During shoulder peak hours (i.e., constrained analysis), the I-405 mainline is anticipated to operate better without the braided ramps in the area near the Warner Avenue off-ramp and better with the braided ramps near the Magnolia Street on-ramp.

With or without the braided ramps, the intersection of Magnolia Street and the I-405 southbound ramps is anticipated to operate at LOS C or better.

Noise Analysis

Noise analysis in the Draft EIR/EIS resulted in recommendations for no noise walls or other attenuation because all of the parcels abutting I-405 between Warner Avenue and Magnolia Street on the southbound side of I-405 would be acquired. Noise analysis was conducted for the design option that does not provide braided ramps in the southbound direction and does not

permanently acquire property on the southbound side of I-405. The analysis is presented in Noise Study Report Amendment #3 and the Supplemental NADR and provides for Soundwall S795 under all of the build alternatives. The soundwall would run along the outside edge of shoulder and would be 14 ft high.

Common Response – Northbound Braided Ramps at the Magnolia/Warner Interchange

The interchange design published in the Draft EIR/EIS for northbound I-405 at the Warner Avenue and Magnolia Street interchanges would replace the existing collector-distributor (C-D) road and ramp configuration with a set of braided ramps. Braided ramps are used to fully separate traffic streams from adjacent on- and off-ramps. For example, traffic currently entering northbound I-405 from Warner Avenue must merge with and weave across traffic exiting northbound I-405 to Magnolia Street. By using braided ramps, the Warner Avenue on-ramp would be separated from the Magnolia Street off-ramp by bridging the on-ramp over the off-ramp; this eliminates the existing high-speed traffic “weave” that takes place on the C-D road in the 425 ft between the on-ramp and off-ramp. The braided ramps would reduce the potential for congestion and collisions associated with the existing high-speed weave.

The proposed braided ramps are fully within the existing State-owned freeway ROW, and no permanent acquisition of adjacent private property is required to implement the proposed braided ramps.

Noise was evaluated and covered in Section 3.2.7, Noise, and Appendix N, Noise Information, of the Draft EIR/EIS. Soundwalls in the Magnolia Street/Warner Avenue interchange area are discussed in the Final Noise Study Report (dated May 2011) on pages 49 (Soundwalls S788 and S792), 50 (Receivers R2.81, R2.82, and R2.85), 73 (Soundwalls S786, S788, and S792), 75 (Receivers R2.82, R2.84, and R2.85), 101 (Soundwalls S786, S788, and S792), and 102 (Receivers R2.82, R2.84, and R2.85), and data regarding those walls is shown in numerous figures and tables referenced on those pages. Soundwalls in the Magnolia Street/Warner Avenue interchange area are also reviewed in the Noise Abatement Decision Report (dated September 2011) with information on pages 12 (Barrier Nos. S788 and S792), 17 (Barrier Nos. S786, S788, and S792), 22 (Barrier Nos. S786, S788, and S792), 29 (Soundwalls S788 and S792), 39 (Barrier Nos. S788 and S792), 45 (Soundwalls S786, S788, and S792), 55 (Barrier Nos. S786, S788, and S792), 62 (Soundwalls S786, S788, and S792), and 72 (Barrier Nos. S786, S788, and S792), as well as in the appendices of the report. Those reports provide that the existing wall between the properties on Daisy Avenue and I-405 will be replaced in-kind with a 12-ft-high wall that will be extended approximately 300 ft to the southeast across the drainage channel that passes under I-405. Consideration could be given to increasing the height of soundwalls to a maximum of 16

ft and providing a soundwall along the Warner Avenue on-ramp upstream of its bridge over the Magnolia Street off-ramp. See also Common Response – Noise/Noise Analysis.

Air quality was evaluated and covered in Section 3.2.6, Air Quality, and Appendix J, Air Quality, of the Draft EIR/EIS. Air quality is anticipated to be better under any of the build alternatives than under the No Build Alternative. The information on air quality contained in the Draft EIR/EIS summarizes more extensive information and air quality analysis results presented in the Air Quality Report – San Diego Freeway (I-405) Improvement Project SR-73 to I-605 dated June 2011. See also Common Response – Air Quality.

In terms of privacy and visual concerns, the soundwall and the retaining wall along the north edge of the ramp will shield many views into and from backyards along I-405. Additional privacy screening along the Warner Avenue on-ramp could be considered to further shield views of the ramp and into backyards. In the area of the existing soundwall and C-D road, the proposed ramp will be approximately 30 ft from property lines and descending to the grade of I-405 with the soundwall on the property line between the ramp and backyards. In the area of the existing Warner Avenue on-ramp, the proposed ramp will be in approximately the same location as the existing ramp, rising on a retaining wall located approximately 100 ft from the property wall along the Daisy Avenue backyards. Consideration could be given to minimizing the height of the retaining wall and ramp by minimizing the elevation of the proposed bridge carrying the Warner Avenue on-ramp over the Magnolia Street off-ramp.

In terms of safety of the adjacent private property owners as it relates to the potential for vehicles to leave the driving surface of the braid and end up in back yards of adjacent properties, safety of the public is of paramount concern to Caltrans and OCTA. Although it would not be impossible for a vehicle to leave the driving surface of the braided ramp, it would be highly improbable, and even less probable that it would result in property damage to private property for the following reasons: (1) No design exceptions are anticipated at this time and the ramp will be designed to the full Caltrans standards; (2) The outside shoulder of the ramp includes a protective concrete barrier designed to redirect vehicle collisions, minimizing any potential for vehicles to leave the ramp; (3) Adjacent private properties are located 50 to 150 ft away from the elevated braid and will have a soundwall up to 16 ft tall along the property; and (4) Based on the geometric design of the braided ramps, curves would direct vehicles leaving the surface toward the freeway and not toward the adjacent residences.

For information regarding property values, see Common Response – Property Values.

For information regarding potential health risks, see Common Response – Health Risks.

Design Option

A design option has been developed for all three build alternatives to eliminate the braided ramps. If this design option is included in the Preferred Alternative presented in the Final EIR/EIS, the braided ramps would not be included in the project. Under this design option, a C-D road serving the Warner Avenue on-ramp to and the Magnolia Street off-ramp from northbound I-405 would be provided, as shown in Figure R1-1. The off-ramp to Warner Avenue from northbound I-405 would be served by a separate ramp departing the I-405 mainline 1,000 ft upstream of the exit to the proposed C-D road. The on-ramp from southbound Magnolia Street would be served by a separate ramp entering the I-405 mainline 2,078 ft downstream of the C-D road entrance to the I-405 mainline.

Weaving Analysis

Operationally, the ramps and their volumes entering and exiting the I-405 northbound mainline are the same as those evaluated in the Traffic Study; therefore, the ramp junction analysis presented in Tables 2.5.3, 2.5.4, and 2.5.5 of the Traffic Study apply to this design option. The only operational difference between this design option and the braided ramp design analyzed in the Traffic Study and presented in the Draft EIR/EIS is that the traffic volumes using the Warner Avenue on-ramp and the Magnolia Street off-ramp from northbound I-405 would weave across each other on the proposed C-D road. In the Traffic Study, these ramps are braided so that there is no weaving maneuver.

Weaving analysis was conducted for the volumes weaving on the proposed C-D road. The HCS weaving analysis worksheets are presented in Appendix L6. The worksheets for year 2020 show that the weaving section is anticipated to operate at LOS B and C during the AM and PM peak hours, respectively. The worksheets for year 2040 show that the weaving section is anticipated to operate at LOS B and D during the AM and PM peak hours, respectively.

Nonstandard Features

Nonstandard features are associated with the design option without the braided ramps. Caltrans HDM 504.7 standard weaving distance is 1,600 ft, and approximately 920 ft is proposed on the C-D road in the design option without the braided ramps. The weaving section is located on the C-D road.

Comparison of With and Without Braided Ramp Configurations

As noted above, the only operational difference northbound between the configurations with and without the braided ramps is that there is no weave required with the braided ramps and there is a

weave required without the braided ramps. The weave is anticipated to operate at LOS D or better during peak hours in 2020 and 2040.

Noise Analysis

Noise analysis was conducted for the design option that does not provide braided ramps in the northbound direction. The analysis is presented in Noise Study Report Addendum #3 and the Supplemental NADR and provides for:

- Retention of the existing 12-ft-high soundwall along the north side of I-405 behind residences along Daisy Avenue that are north of the Ocean View Channel;
- Replacement of a portion of the existing 12-ft-high soundwall (S790) that crosses the Ocean View Channel. The proposed Soundwall S790 is 115 ft long, crosses the channel, and would be 14 ft high; and
- New soundwall (S786), extending the soundwall system in the bullet above for a distance of approximately 332 ft to the south and along the ROW line between the freeway on-ramp from Warner Avenue and the Ocean View Channel. Soundwall S786 is 16 ft high under Alternative 1 and 14 ft high under Alternatives 2 and 3.

Common Response – Noise/Noise Analysis

Some public comments have indicated concern regarding a permanent increase in noise, the approach/methodologies used to evaluate noise impacts, and mitigation. The following text provides a brief explanation of regulations and procedures used for the traffic noise impact analysis and recommendation of abatement measures.

Regulations

The Noise Study Report prepared for the proposed project evaluated potential traffic noise impacts in accordance with the guidelines and requirements of CEQA and NEPA. The Noise Study Report was prepared between December 2009 and June 2011. Because the project is on a State highway facility, traffic noise impacts and noise abatement measures were evaluated for NEPA in accordance with FHWA's Title 23 *Code of Federal Regulations* (CFR) 772 regulations and the August 2006 Caltrans' Traffic Noise Analysis Protocol (Protocol). Under NEPA, traffic noise impacts occur when the future peak noise hour equivalent continuous traffic noise level (L_{eq}) at frequent outdoor use areas approach or exceed the Noise Abatement Criteria (NAC) or the future predicted traffic noise levels exceed by 12 decibels (dB) or more the existing traffic noise levels. An increase of 12 dB was considered substantial for this project.

Traffic Noise Prediction

FHWA's Traffic Noise Model (TNM) was utilized for the prediction of future traffic noise levels. Outdoor traffic noise measurements were conducted at representative locations throughout the project study corridor to evaluate existing noise levels and to calibrate the TNM computer model. Specific measurement sites were chosen to be representative of receiver sites with similar topography, orientation to the highway, exposure angles, etc., with respect to frequent outdoor use areas adjacent to I-405. Locations that are expected to receive the greatest traffic noise impacts, such as the first row of houses from I-405, are generally chosen; however, noise measurements at second-row residences were also conducted in several areas. Noise measurements were conducted at 92 representative locations, but future traffic noise levels were predicted at almost 600 receiver locations that represent frequent outdoor use areas along the project alignment.

Determination of Traffic Noise Impacts

Frequent outdoor use areas of different land use within the project limits were identified through land use maps, aerial photography, and site inspection. NAC for different land uses are listed in the Protocol. These land uses include single- and multi-family residences, picnic areas, recreation areas, playgrounds, motels, hotels, schools, churches, libraries, and hospitals. If existing noise levels are high, traffic noise impacts can occur even when there is no project-related increase in noise.

Traffic noise impacts are considered to occur at receiver locations where predicted design-year traffic noise levels are at least 12 dB greater than existing noise levels or where predicted design year traffic noise levels approach or exceed the NAC for applicable activity categories. Typically, a 12-dB increase is for projects where a new freeway is planned. Noise increase due to the proposed project would be much less than 12 dB because doubling the traffic volumes increases noise levels by 3 dB. Even though the proposed project would not double the traffic volumes, there may be an increase of more than 3 dB at some locations because the proposed project may eliminate certain existing features or add lanes closer to receivers, which could expose nearby outdoor use areas to higher traffic noise levels.

Abatement Measures

Noise abatement measures must be considered where traffic noise impacts are identified. Abatement measures are recommended if they are considered feasible and reasonable as required by Title 23 CFR 772 and the Protocol. Soundwalls with heights ranging from 8 to 16 ft were considered at the State ROW line or at the shoulder of I-405 to provide abatement for frequent outdoor use areas with predicted traffic noise impacts.

According to the Protocol, abatement measures are considered acoustically feasible if a minimum noise reduction of 5 dB at the receiver locations is predicted with implementation of the abatement measures. The overall reasonableness of noise abatement is determined by considering factors such as cost; absolute predicted noise levels; predicted future increase in noise levels; expected noise abatement benefits; build date of surrounding residential development along the highway; environmental impacts of abatement construction; opinions of affected residents; input from the public and local agencies; and social, legal, and technological factors.

Each noise barrier was evaluated for feasibility based on achievable noise reduction of 5 dB or more. In accordance with the regulations, the existing soundwalls could only be replaced by higher soundwalls if an additional 5-dB noise reduction can be achieved. Most of the time, increasing the height of a 10- or 12-ft-high soundwall to the maximum height of 16 ft would not provide an additional 5-dB noise reduction. This is the main reason why the heights of some existing soundwalls were not increased or were replaced in-kind at a new location at the original height.

The Protocol defines the procedure for assessing reasonableness of noise barriers from a cost perspective. A cost-per-residence allowance is calculated for each benefited residence (i.e., residences that receive at least 5 dB of noise reduction from a noise barrier). The 2009 base allowance of \$31,000 is used for this project. Additional allowance dollars are added to the base allowance based on absolute noise levels, the increase in noise levels resulting from the project, achievable noise reduction, and the date of building construction in the area. Total allowances are calculated by multiplying the cost allowance-per-residence by the number of benefited residences.

Benefited residences behind a recommended soundwall will be given the opportunity to voice their opinion about the proposed soundwalls. This process will occur after the Final EIR/EIS is completed. Letters will be sent to all property owners and non-owner occupants of benefited noise receptors asking them to vote either in favor of or in opposition to the proposed noise abatement by a specified deadline. If more than 50 percent of the votes from respondents oppose the abatement, the abatement will not be considered reasonable. Meetings will be held by Caltrans and OCTA to assist those voting in understanding the proposed walls and the voting process.

Special Considerations

Based on the Protocol, unusual and extraordinary noise abatement is considered if noise-sensitive land uses would experience an hourly equivalent continuous traffic noise level of 75 A-weighted decibels (dBA) or higher. Noise abatement measures for consideration under this

category can include constructing soundwalls that are not reasonable or providing interior noise abatement measures such as building façade upgrades (e.g., double-paned windows and air-conditioning so that windows can be closed for a prolonged period of time). For all cases in this project, receivers with noise levels 75 dBA or higher were able to be provided with feasible and reasonable abatement in the form of soundwalls.

Noise reflections may occur when there are soundwalls or retaining walls on both sides of I-405 that have a width-to-height ratio smaller than 15:1. Soundwalls and retaining walls proposed for the project and located on both sides of I-405 will have a width-to-height ratio larger than 15:1; therefore, the proposed noise barriers and retaining walls would not cause an increase in the noise levels within the project area or degrade the performance of the soundwalls as a result of reflection.

Common Response – Almond Avenue Soundwall

Several comments were received opposing relocation of the soundwall that is located adjacent to Almond Avenue in Seal Beach. These comments addressed potential design changes to avoid impacts to the soundwall, as well as noise, air quality, health, and property value impacts of the proposed project. These comments were considered during identification of the Preferred Alternative.

Design Options

Alternative 1 would not require relocation of the soundwall. Design options to avoid relocation of the soundwall were evaluated for Alternatives 2 and 3. It is anticipated that all of the design options discussed below would reduce temporary construction effects on adjacent residents.

Alternative 2

One design option for Alternative 2 to avoid relocation of the soundwall consisted of:

- Introducing reduced design features to the right-hand curve from an 8,000-ft radius to 4,600 ft;
- Providing a nonstandard 8-ft-wide inside shoulder where the Caltrans standard minimum width is 10 ft;
- Providing nonstandard 11-ft-wide high-occupancy vehicle (HOV) and GP lanes along northbound I-405 for a distance of 5,565 ft where the Caltrans standard minimum requirement for lane width is 12 ft wide; and

- Providing 11-ft-wide lanes on the two approach lanes from the westbound SR-22/northbound I-405 GP branch connector where the Caltrans standard minimum requirement for lane width is 12 ft.

With these design options for Alternative 2, the impacts to the soundwall would be avoided. The reduced design features were found to be unacceptable, and the design included in the Draft EIR/EIS has been retained. The extent of the design revisions was found to be too extensive when balanced against reducing the width of Almond Avenue and relocating the soundwall. I-405 currently carries 185,000 vehicles per day (vpd) in the northbound direction adjacent to the Almond Avenue soundwall with speeds as high as 75 miles per hour (mph). Almond Avenue carries less than 5,000 vpd at speeds of 25 to 35 mph. Given these data, narrowing Almond Avenue and providing 12-ft-wide travel lanes on both I-405 and Almond Avenue is the more prudent and balanced solution.

In those areas where the wall would be relocated for Alternative 2 as presented in the Draft EIR/EIS, Almond Avenue will be narrowed to a minimum of 36 ft, except for approximately 100 ft immediately east of Almond Park where the minimum width will become 35 ft. One travel lane in each direction and a parking lane on both sides of the street will be provided after the widening, except for approximately 100 ft immediately east of Almond Park, where parking will be provided on only one side of the street. A sidewalk will be maintained on the north side of the street. The soundwall will be replaced with a wall of equal height.

Another design option for Alternative 2 to avoid relocation of the soundwall consisted of terminating the second new northbound GP lane at Valley View Street. This design option was found to be unacceptable due to the bottleneck created by the lane drop. Substantial traffic queuing from the lane drop is anticipated. Providing the lane north to the 7th Street/I-605 interchange provides a match between the number of lanes approaching the Los Angeles County line on I-405 and the number of lanes entering Los Angeles County, as explained in Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Alternative 3

The design option for Alternative 3 to avoid relocation of the soundwall consists of:

- Reducing the length of the acceleration lane from 1,000 ft to 500 ft where the Express Lane direct connector from SR-22 westbound joins the northbound I-405 Express Lanes;
- Reducing the radius of the right-hand approach curve prior to Almond Avenue/Shappell Park along northbound I-405; this approach curve was revised from a 5,000-ft-long radius right-

hand curve to a 4,010-ft-long radius right-hand curve measured along the left edge of the traveled way of the Number 1 Express Lane from I-405; and

- Reducing the left shoulder adjacent to the median concrete barrier where the Express Lane direct connector from SR-22 westbound joins the northbound I-405 Express Lanes from the Caltrans standard 10 ft wide to a variable 5 to 10 ft wide for a distance of 677 ft.

In those areas where the wall will be relocated under Alternative 3 as presented in the Draft EIR/EIS, Almond Avenue will be narrowed for a distance of approximately 175 ft east of Almond Park and have a minimum width of 36 ft, which is sufficient to accommodate one travel lane in each direction and a parking lane on both sides of the street.

West of Almond Park for a distance of 975 ft, Almond Avenue will be narrowed under Alternative 3 as presented in the Draft EIR/EIS. For approximately 725 ft of the 975 ft, the minimum width of Almond Avenue will be 36 ft, which is sufficient to accommodate one travel lane in each direction and a parking lane on both sides of the street. For the remaining 250 ft of the 975 ft, the minimum width of Almond Avenue will be 35 ft, which is sufficient to accommodate one travel lane in each direction and a 7.5-foot parking lane on both sides of the street or one travel lane in each direction and an 8-foot parking lane on one side of the street.

Under Alternative 3 as presented in the Draft EIR/EIS, a sidewalk will be maintained on the north side of the street. The soundwall will be replaced with a wall of equal height.

Design Option Summary

In summary, if Alternative 1 is identified as the Preferred Alternative, there will be no impacts to the Almond Avenue soundwall. If Alternative 2 is identified, the wall will be relocated as indicated in the Draft EIR/EIS, and the height of the new wall will be equal to that of the existing wall. If Alternative 3 is identified, either the design in the Draft EIR/EIS that requires relocation of portions of the wall or the design option that avoids relocation of the wall will be selected as part of the Preferred Alternative.

Noise

A comparison between existing and future noise conditions for all alternatives is provided in Appendix N (N1). The locations of the receptors along Almond Avenue (R5.19 through R5.38) are shown in Figures 21 and 22 in Sections N3, N4, and N5 of Appendix N. The maximum predicted increase in noise between the existing condition and the future no-build condition for all receptors along Almond Avenue is 1 dBA. The maximum predicted increase in noise between the future no-build and build condition for all receptors along Almond Avenue is 2 dBA. The maximum predicted increase in noise between the existing condition and the future build

condition for all receptors along Almond Avenue is 3 dBA; however, noise levels represented by most of the receptor locations would experience no change or decreased noise levels under all of the future build conditions. As discussed in Section 4.2.2.9 of the Draft EIR/EIS, 3 dBA is generally considered the minimum noise increase perceptible to the human ear, and none of the build alternatives would result in a substantial increase in noise at any of the representative receptor locations along Almond Avenue. Also see Common Response – Noise/Noise Analysis.

Air Quality and Health

MSATs have the greatest potential to affect health of the residents along Almond Avenue. As shown in Tables 3.1.6-13 and 3.1.6-14, all of the build alternatives would have lower MSAT emissions compared to the No Build Alternative for the years 2020 and 2040. In 2020, the various build alternatives would generate between 8 and 72 percent less MSAT emissions than existing conditions and the No Build Alternative. In 2040, the various build alternatives would generate between 19 and 82 percent less MSAT emissions than existing conditions and the No Build Alternative. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA and California's control programs that are projected to further reduce MSAT emissions. See also Common Response – Air Quality and Common Response – Health Risks.

Property Values

Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a residence. See also Common Response – Property Values.

Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes

Several comments were received opposing replacement of the Fairview Road Overcrossing or any construction of the additional lanes associated with Alternative 3 in Costa Mesa. Several design options were considered in response to these comments; the design options are reviewed below.

Comments were also received that the limited access to the Express Lanes in Alternative 3 would restrict direct access between local interchange ramps in Costa Mesa (including the Fairview Road and Harbor Boulevard interchanges) and the Express Lanes. For a response to these comments, see Common Response – Opposition to Tolling under Item 5. Although the common response is directed principally at concerns expressed with respect to access to businesses along the I-405 corridor, the response applies equally to access to all.

Design Option – Truncation of Express Lanes

A design option for Alternative 3 was considered that would eliminate new lanes south of Euclid Street, except for extension of the southbound auxiliary lane approaching the Harbor Boulevard exit ramp north to Euclid Street. Except for signing and striping that will extend as far south as SR-73, no improvements are included south of the northbound entrance ramp from Hyland Avenue. The Fairview Road overcrossing would not be replaced. No improvements would be included at the Harbor Boulevard interchange. The direct connector between the medians of I-405 and SR-73 would not be constructed. Table 2.4.1 of the Traffic Study forecasts congestion on I-405 in Costa Mesa under the no-build condition; these conditions are anticipated under Alternative 3 if the design option is included in the Preferred Alternative and under Alternatives 1 and 2. None of the proposed Build Alternatives is expected to eliminate congestion on I-405 in Costa Mesa or elsewhere in the corridor.

Lane Layout

The proposed design option of Alternative 3 compared to the design presented in the Draft EIR/EIS would consist of terminating the Express Lanes and Alternative 3 north of both the Fairview Road Overcrossing and the Harbor Boulevard Undercrossing in the vicinity of the Santa Ana River and Euclid Street. This termination location would be similar to the termination location of Alternatives 1 and 2.

In the southbound direction under the design option, Alternative 3 would be the same as presented in the Draft EIR/EIS north of the Talbert Avenue on-ramp. Under the design option, the southbound GP lane in the Draft EIR/EIS Alternative 3 design starting at the Talbert Avenue on-ramp would become an auxiliary lane that would terminate at the southbound Euclid Street off-ramp. Under the design option, the Express Lanes would terminate at the Euclid Street interchange where a transition area of approximately 2,000 ft would be provided to reinstate the HOV lane. In this area, the design option would include transitioning the southbound Number 1 and Number 2 Express Lanes into the HOV and Number 1 GP lanes, respectively, as shown in Figure R1-2. Within the transition area, vehicles in the median lane not meeting the occupancy requirement for use of the downstream HOV lane would merge right before the lane HOV restriction is imposed. The length of the transition area could be adjusted as necessary. South of the transition area, the lane layout would be the same as Alternatives 1 and 2, matching the existing condition near Hyland Avenue.

In the northbound direction, the existing condition would be retained until 1,200 ft south of the Santa Ana River. At that point, the HOV lane restriction would terminate and a 4,830-ft transition area would be provided between the termination of the HOV lane and the start of Express Lanes to allow motorists to change lanes as desired to continue north in the Express

Lanes or GP lanes. Within this area, the HOV lane would transition into the Number 2 Express Lane. Vehicles entering the transition area in the HOV lane and not continuing northbound in the Express Lanes would merge right into the GP lanes in the transition area. Vehicles entering the transition area not in the HOV lane and continuing northbound in the Express Lanes would merge left. A new lane would be created as the Number 1 Express Lane in the median within the body of the Euclid Street interchange. The northbound lanes would shift outward (away from the centerline) to create space for the Number 1 Express Lane, as shown in Figure R1-2. The Express Lane access restriction would start opposite the on-ramp from Euclid Street. North of this point, Alternative 3 would be the same as presented in the Draft EIR/EIS.

Express Lane Operating Policies

The operating policies presented in the Draft EIR/EIS in Section 2.2.2, Unique Features of the Build Alternatives, under the heading “Preliminary Tolled Express Lane Operating Policies,” would not be changed under the design option.

Traffic Operations

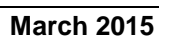
Traffic operations analysis was prepared for the portion of I-405 affected by the design option. In the southbound direction, this is the area south of the Talbert Avenue on-ramp; in the northbound direction, this is the area south of the Euclid Street on-ramp. North of these areas, traffic operations are the same as under Alternative 3 as presented in the Draft EIR/EIS in Section 3.1.6.3, Traffic and Transportation/Pedestrian and Bicycle Facilities, on pages 3.1.6-94 through 3.1.6-103, and in the Traffic Study in Section 2.7, Alternative 3 Analysis. South of, and including the Harbor Boulevard interchange, traffic operations are the same as under the No Build Alternative as presented in the Draft EIR/EIS in Section 3.1.6.3 on pages 3.1.6-39 through 3.1.6-78 and in the Traffic Study in Section 2.4, No Build Alternative Analysis. Analysis of traffic operations for the design option was prepared and is presented below for the area along I-405 between, but excluding, the Harbor Boulevard interchange and the Brookhurst Street/Talbert Avenue interchange.

Table R1-3 shows that the GP and HOV lanes are anticipated to operate at LOS F in year 2020 between Harbor Boulevard and Euclid Street under the design option. Between Euclid Street and Brookhurst Street, the table shows that peak-hour LOS will range from LOS C to F in the GP lanes. Table R1-4 shows that, by 2040, GP operations during peak hours are anticipated to be LOS F between Harbor Boulevard and Brookhurst Street. Both tables show that the Express Lanes will provide LOS C.

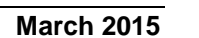
Tables R1-5, R1-6, and R1-7 show that the ramp junction areas (i.e., merges and diverges) along I-405 at the Euclid Street interchange are anticipated to operate in the LOS B to F range in 2020 and 2040 under the design option, depending on direction and time of day.

Tables R1-8 and R1-9 show that the transition area between the HOV and Express Lane (where vehicles merge in and out of the managed lanes) is anticipated to operate in the range of LOS D to F in 2020 and at LOS F in 2040. The operations within the transition area are heavily influenced by the LOS of the GP lanes. Because the GP lanes are anticipated to operate at LOS F in 2040 (see Table R1-4) both upstream and downstream of the transition area, LOS F operations in the transition area would also be expected. Because the GP lanes upstream of the transition area are anticipated to operate at LOS F in 2020 and in the range of LOS C to F downstream of the transition area (see Table R1-3), LOS D to F in the transition area would also be expected.

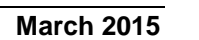
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Table R1-3: Alternative 3 Design Option (2020) I-405 Mainline Peak-Hour Level of Service

Location	Lane Type	Direction	Mainline		Alternative 3 Design Option Condition (2020)							
			Lanes	Capacity ^{1,4}	AM Peak Hour				PM Peak Hour			
					Traffic Demand Volume ¹	d/c	Density ²	LOS ³	Traffic Demand Volume ¹	d/c	Density ²	LOS ³
Harbor Boulevard/Hyland Avenue to Euclid Street/Ellis Avenue	GP	NB	6	11,100	11,927	1.07	34.4	F	13,470	1.21	*	F
		SB	6	11,100	15,486	1.40	*	F	12,596	1.13	38.3	F
	HOV	NB	1	1,850	1,988	1.07	34.4	F	2,245	1.21	*	F
		SB	1	1,850	2,581	1.40	*	F	2,099	1.13	38.3	F
Euclid Street/Ellis Avenue to Brookhurst Street/Talbert Avenue	GP	NB	6	11,100	11,015	0.88	25.5	C	12,515	1.00	30.5	D
		SB	5	9,250	13,266	1.43	*	F	10,224	1.11	36.3	E
	Express	NB	2	3,700	2,900	0.78	22.3	C	3,200	0.86	24.6	C
		SB	2	3,700	3,200	0.86	24.6	C	2,900	0.78	22.3	C

- Notes:
1. Peak-hour capacity and traffic volumes are shown in vehicles per hour (vph).
 2. Density is shown in passenger cars/mile/lane (pc/mi/ln).
 3. Level of Service (LOS): General Purpose (GP) lane, High-Occupancy Vehicle (HOV) lane, and Express Toll lane LOS is based on density except when demand-to-capacity (d/c) ratio is greater than or equal to 1.0, which is LOS F.
 4. Peak-hour capacities for freeway lanes include 1,850 vph for each GP lane and a single HOV/Express lane and 3,700 vph for dual HOV/Express lanes.
 5. * Density is in excess of 45 pc/mi/ln; therefore, LOS is F.

Table R1-4: Alternative 3 Design Option (2040) I-405 Mainline Peak-Hour Level of Service

Location	Lane Type	Direction	Mainline		Alternative 3 Design Option Condition (2040)							
			Lanes	Capacity ^{1,4}	AM Peak Hour				PM Peak Hour			
					Traffic Demand Volume ¹	d/c	Density ²	LOS ³	Traffic Demand Volume ¹	d/c	Density ²	LOS ³
Harbor Boulevard/Hyland Avenue to Euclid Street/Ellis Avenue	GP	NB	6	11,100	13,635	1.23	*	F	15,597	1.41	*	F
		SB	6	11,100	18,069	1.63	*	F	14,196	1.28	*	F
	HOV	NB	1	1,850	2,273	1.23	*	F	2,600	1.41	*	F
		SB	1	1,850	3,012	1.63	*	F	2,366	1.28	*	F
Euclid Street/Ellis Avenue to Brookhurst Street/Talbert Avenue	GP	NB	6	11,100	11,647	1.05	33.0	F	13,316	1.20	43.8	F
		SB	5	9,250	15,955	1.72	*	F	11,836	1.28	*	F
	Express	NB	2	3,700	2,900	0.78	22.3	C	3,200	0.86	24.6	C
		SB	2	3,700	3,200	0.86	24.6	C	2,900	0.78	22.3	C

- Notes:
1. Peak-hour capacity and traffic volumes are shown in vehicles per hour (vph).
 2. Density is shown in passenger cars/mile/lane (pc/mi/ln).
 3. Level of Service (LOS): General Purpose (GP) lane, High-Occupancy Vehicle (HOV) lane, and Express Toll lane LOS is based on density except when demand-to-capacity (d/c) ratio is greater than or equal to 1.0, which is LOS F.
 4. Peak-hour capacities for freeway lanes include 1,850 vph for each GP lane and a single HOV/Express lane and 3,700 vph for dual HOV/Express lanes.
 5. * Density is in excess of 45 pc/mi/ln; therefore, LOS is F.

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Table R1-5: Alternative 3 Design Option (2020) I-405 Ramp Junction Peak-Hour Level of Service

Interchange	Ramp Type	Ramp Lanes	Ramp ^{1,4} Capacity	Alternative 3 Design Option Condition (2020)							
				AM Peak				PM Peak			
				Ramp		Ramp Junction		Ramp		Ramp Junction	
				Traffic Volume ¹	d/c	Density ²	LOS ^{3,5}	Traffic Volume ¹	d/c	Density ²	LOS ^{3,5}
Euclid Street & Ellis Avenue	NB Off Loop	2	3,000	1,573	0.52	15.9	B	2,097	0.70	21.8	C
	NB On Direct	1	1,500	273	0.18	20.8	C	668	0.45	23.5	C
	SB Off Direct	1	1,500	474	0.32	--	F	429	0.29	25.6	C
	SB On Loop	1	1,500	949	0.63	--	F	1,230	0.82	28.3	D
	SB On Direct	1	1,500	1,126	0.75	--	F	770	0.51	24.7	C

Notes:

1. Peak-hour capacity and traffic demand forecast volumes are shown in vehicles per hour (vph).
2. Density is shown in passenger cars/mile/lane (pc/mi/ln).
3. Level of Service (LOS) is based on density (pc/mi/ln); d/c - demand-to-capacity ratio.
4. Peak-hour capacities for freeway ramps include 1,500 vph for each freeway ramp lane and 1,800 vph for each freeway-to-freeway branch connector lane.
5. LOS F if the total flow of the merge/diverge area exceeds the capacity of the freeway segment; the density is not applicable and is not calculated in this case.

Table R1-6: Alternative 3 Design Option (2040) I-405 Ramp Junction Peak-Hour Level of Service - AM

Interchange	Ramp Type	Ramp Lanes	Ramp ^{1,4} Capacity	Alternative 3 Design Option Condition (2040) - AM							
				Peak Condition (Unconstrained Mainline Volume)				Non-Peak Condition (Constrained Mainline Volume)			
				Ramp		Ramp Junction		Ramp			
				Traffic Volume ¹	d/c	Density ²	LOS ^{3,5}	Traffic Volume ¹	d/c	Density ²	LOS ³
Euclid Street & Ellis Avenue	NB Off Loop	2	3,000	1,679	0.56	19.8	B	1,679	0.56	16.7	B
	NB On Direct	1	1,500	318	0.21	25.7	C	318	0.21	25.1	C
	SB Off Direct	1	1,500	639	0.43	--	F	639	0.43	23.5	C
	SB On Direct	1	1,500	1,479	0.99	--	F	1,479	0.99	23.3	C
	SB On Loop	1	1,500	1,086	0.72	--	F	1,086	0.72	28.7	D

Notes:

1. Peak-hour capacity and traffic demand forecast volumes are shown in vehicles per hour (vph).
2. Density is shown in passenger cars/mile/lane (pc/mi/ln).
3. Level of Service (LOS) is based on density (pc/mi/ln); d/c - demand-to-capacity ratio.
4. Peak-hour capacities for freeway ramps include 1,500 vph for each freeway ramp lane and 1,800 vph for each freeway-to-freeway branch connector lane.
5. LOS F as the total flow of the merge/diverge area exceeds the capacity of the freeway segment; the density is not applicable in this case.

Table R1-7: Alternative 3 Design Option (2040) I-405 Ramp Junction Peak-Hour Level of Service - PM

Interchange	Ramp Type	Ramp Lanes	Ramp ^{1,4} Capacity	Alternative 3 Design Option Condition (2040) - PM							
				Peak Condition (Unconstrained Mainline Volume)				Non-Peak Condition (Constrained Mainline Volume)			
				Ramp		Ramp Junction		Ramp			
				Traffic Volume ¹	d/c	Density ²	LOS ^{3,5}	Traffic Volume ¹	d/c	Density ²	LOS ³
Euclid Street & Ellis Avenue	NB Off Loop	2	3,000	2,395	0.80	--	F	2,395	0.80	21.6	C
	NB On Direct	1	1,500	714	0.48	28.8	D	714	0.48	25.2	C
	SB Off Direct	1	1,500	504	0.34	--	F	504	0.34	22.9	C
	SB On Direct	1	1,500	897	0.60	--	F	897	0.60	23.2	C
	SB On Loop	1	1,500	1,433	0.96	--	F	1,433	0.96	28.8	D

Notes:

1. Peak-hour capacity and traffic demand forecast volumes are shown in vehicles per hour (vph).
2. Density is shown in passenger cars/mile/lane (pc/mi/ln).
3. Level of Service (LOS) is based on density (pc/mi/ln); d/c - demand-to-capacity ratio.
4. Peak-hour capacities for freeway ramps include 1,500 vph for each freeway ramp lane and 1,800 vph for each freeway-to-freeway branch connector lane.
5. LOS F as the total flow of the merge/diverge area exceeds the capacity of the freeway segment; the density is not applicable in this case.

Table R1-8: Alternative 3 Design Option (2020) I-405 Mainline Transition Areas Peak-Hour Level of Service

Location	Direction	Mainline		Alternative 3 Design Option Condition (2020)							
		Lanes	Capacity ^{1,4}	AM Peak Hour				PM Peak Hour			
				Traffic Demand Volumes ¹	d/c	Density ²	LOS ³	Traffic Demand Volumes ¹	d/c	Density ²	LOS ³
I-405 - Harbor Boulevard to Euclid Street	NB	7	12,950	13,915	1.07	34.4	D	15,715	1.21	*	F
	SB	7	12,950	18,067	1.40	*	F	14,695	1.13	38.3	E

Notes:

1. Peak-hour capacity and traffic volumes are shown in vehicles per hour (vph).
2. Density is shown in passenger cars/mile/lane (pc/mi/ln).
3. Level of Service (LOS) is based on density except when demand-to-capacity (d/c) ratio is greater than or equal to 1.0, which is LOS F.
4. Peak-hour capacities for freeway lanes include 1,850 vph for each lane.
5. *Density is in excess of 45 pc/mi/ln; therefore, LOS is F.

Table R1-9: Alternative 3 Design Option (2040) I-405 Mainline Transition Areas Peak-Hour Level of Service

Location	Direction	Mainline		Alternative 3 Design Option Condition (2020)							
		Lanes	Capacity ^{1,4}	AM Peak Hour				PM Peak Hour			
				Traffic Demand Volumes ¹	d/c	Density ²	LOS ³	Traffic Demand Volumes ¹	d/c	Density ²	LOS ³
I-405 - Harbor Boulevard to Euclid Street	NB	7	12,950	15,908	1.23	*	F	18,197	1.41	*	F
	SB	7	12,950	21,081	1.63	*	F	16,562	1.28	*	F

Notes:

1. Peak-hour capacity and traffic volumes are shown in vehicles per hour (vph).
2. Density is shown in passenger cars/mile/lane (pc/mi/ln).
3. Level of Service (LOS) is based on density except when demand-to-capacity (d/c) ratio is greater than or equal to 1.0, which is LOS F.
4. Peak-hour capacities for freeway lanes include 1,850 vph for each lane.
5. *Density is in excess of 45 pc/mi/ln; therefore, LOS is F.

If Alternative 3 is identified as the Preferred Alternative, either the design in the Draft EIR/EIS that requires replacement of the Fairview Road Overcrossing or the design option that avoids that replacement by terminating the Express Lanes near the Santa Ana River would be selected as part of the Preferred Alternative.

Design Option – Avoid Fairview Replacement

Design options to avoid replacement of the Fairview Road Overcrossing and retain the Express Lanes as far south as SR-73 were considered. Currently, seven GP lanes plus one HOV lane travel beneath the Fairview Road bridge in each direction. The Alternative 3 design under the bridge in the Draft EIR/EIS proposes seven GP lanes and two Express Lanes along southbound I-405 and six GP lanes and two Express Lanes along northbound I-405.

One design option to Alternative 3 would consist of terminating one southbound I-405 Express Lane north of the Fairview Road Overcrossing, thereby matching the same number of lanes as currently exist under the Fairview Road bridge. Another design option consists of eliminating an existing southbound auxiliary lane (one of the seven existing GP lanes) and providing dual Express Lanes, thereby matching the same number of lanes as currently exist under the Fairview Road Bridge. The existing geometric cross section across both northbound and southbound I-405 under the bridge consists of lane and shoulder widths that are nonstandard based on Caltrans design standards, less than 12 ft wide and 10 ft wide, respectively. The design options would match the existing widths and configuration and avoid replacement of the Fairview Road Overcrossing. These design options were considered unacceptable and eliminated because they would not provide additional capacity beneath the Fairview Road Overcrossing.

A third design option was considered that would relocate the I-405 southbound exit to SR-73 north of Fairview Road and provide a two-lane branch connector under the Fairview Road Overcrossing beneath the southernmost bridge span. Auxiliary lanes leading to the existing branch connector under the Fairview Road Overcrossing are currently beneath the second span from the southern end of the bridge. Removing the auxiliary lanes leading to the branch connector from the second span would provide additional width beneath the bridge for the additional lane on southbound I-405 proposed in Alternative 3; however, the southernmost span of the existing bridge is of sufficient length only to permit a two-lane branch connector. This design option was considered unacceptable and eliminated because it would provide only a two-lane branch connector and substantially shorten the distance motorists entering southbound I-405 from Harbor Boulevard would have to weave left to continue southbound on I-405.

Common Response – Opposition to Tolling

Several comments were received indicating opposition to the tolled element of the Express Lanes in Alternative 3. Several reasons were provided, such as:

1. General opposition to payment of tolls for use of roadways or freeways.
2. Opposition to the imposition of a price for a previously free good.
3. Lack of explicit language in the Renewed Measure M Funding (Measure M2) for implementation of tolled facilities.
4. Claims that tolls imposed on the existing HOV lanes amount to double taxation because those lanes have already been paid for and in use for more than 20 years.
5. Claims that the toll lanes would restrict access to businesses along the project corridor.

Items 1 and 2 – Caltrans and OCTA acknowledge that the imposition of tolls on freeways not previously requiring a direct usage fee is highly controversial. It should be noted that both State and federal law make provisions for the imposition of tolls on previously free interstate highways under certain conditions and circumstances, which apply to this project.

Authority to operate a toll facility has been granted under a Public-Private Partnership (P3) arrangement. In addition, Section 129 (MAP-21, Subsection 1512) allows the construction new toll lanes in the interstate system.

Item 3 – Measure M2 neither explicitly endorses nor explicitly prohibits tolling; however, OCTA has indicated that Measure M2 revenues would only be used to fund construction of a single GP lane in each direction. The additional increment of cost for the additional improvements proposed in Alternative 3 would not be funded with Measure M2 funds but by using the toll revenues collected from users of the Express Lanes and/or other state and federal funds.

Item 4 – The Draft EIR/EIS states on page 1-9 that the “existing HOV lanes also experience congestion during the peak hours. The HOV lane volumes are exceeding the capacity of the HOV lanes in the corridor and throughout southern California as explained in the California HOV/Express Lane Business Plan (Department, March 31, 2009). The travel time advantage of the HOV lanes on I-405 within the project limits is anticipated to be completely lost by the time the proposed project is open to traffic, except along the northernmost 3 miles of the corridor.” The HOV lanes on I-405 currently fail to meet the FHWA or Caltrans operating criteria for HOV lanes. To address this failure, HOV lane volume will need to be reduced; the most effective method to accomplish that reduction is raising the occupancy requirement for use of the HOV lanes from two persons per vehicle to three persons per vehicle.

Should the Express Lanes be opened as HOV3+, there are so few carpools with a minimum of three persons per vehicle that the capacity in the HOV lane would be heavily underutilized. To take full advantage of the available capacity in the HOV lane, vehicles not meeting the occupancy requirement could be permitted to enter the lanes for a fee or toll. (This type of lane is referred to as a HOT or High-Occupancy Toll lane.) The amount of the toll would be adjusted to keep the volume in the lane from reaching the point at which congestion becomes severe and speeds degrade, such that the State and federal performance criteria are not met. The Express Lanes accomplish these objectives.

Another option is to open the toll facility as HOV2+ and the added capacity would allow vehicles not meeting the occupancy requirement to be permitted.

The objective is to open the tolled Express Lanes with a HOV2+ occupancy free to encourage rideshare and transit usage. Operational adjustments to the tolled Express Lanes may be implemented based on demand, rates of speed, traffic volumes, and to meet financial covenants, maintenance and operational obligations. Potential operational adjustments include, but are not limited to:

- adjusting to HOV3+ free with HOV2s discounted tolls
- adjusting to HOV3+ free with HOV2s full tolls
- adjusting to tolling HOV2s on individual tolling segments such as direct connectors to or from other freeways
- periodic adjustments of tolling rates to maintain operations on individual tolling segments

While it is true that the existing HOV lanes were paid for previously, there was never a commitment to maintain their occupancy requirement of two persons per vehicle in the face of degraded speeds and performance in the HOV lanes in perpetuity. On the contrary, there is a requirement to adjust the occupancy to meet the performance standards. Avoiding the “double taxation” issue and meeting the performance standards for HOV lanes could be accomplished by simply raising the HOV lane occupancy requirement to three persons per vehicle; however, it does so by forcing HOVs with two occupants into the GP lanes, thereby degrading speeds and increasing congestion in the GP lanes.

By allowing vehicles not meeting the occupancy requirement for free use of the Express Lane the opportunity to utilize the Express Lanes for a toll, the full capacity of the original HOV lanes can be utilized, while maintaining the travel time advantage for HOVs meeting the occupancy requirement and reducing the traffic demand and congestion in the GP lanes. The Express Lanes with a policy under which HOVs meeting a required minimum number of occupants travel free represents a reasonable approach to addressing the failure of the current HOV condition to

provide good travel time performance; at the same time, the Express Lanes also represent a reasonable approach to avoiding underutilizing the capacity of the existing HOV lane by reserving it exclusively for HOVs meeting a required minimum number of occupants.

Item 5 – The intermediate access provided for the Express Lanes near the Magnolia Street/Warner Avenue interchange and near the Bolsa Avenue/Goldenwest Street interchange provides the opportunity for traffic on the Express Lanes to exit the Express Lanes upstream of the ramp needed to exit I-405 to access a local business. Compared to the No Build Alternative and Alternatives 1 and 2, traffic using the Express Lanes would be able to drive to local businesses more quickly by avoiding portions of the I-405 GP lanes that are heavily congested and exiting the Express Lanes into the GP lanes upstream of the exit ramp serving the desired business.

Common Response – Measure M Funding

Several comments were received regarding the Renewed Measure M Sales Tax Initiative (Measure M2). Some commenters have expressed opposition to Measure M2 funds being used for Alternative 3 because Alternative 3 includes tolled Express Lanes that are not specifically identified in Measure M2.

OCTA has indicated that Measure M2 revenues would only be used to construct a single GP lane in each direction. Funding for construction of additional incremental improvements proposed in Alternative 2, the second GP lane in each direction, is currently unidentified but would be obtained from other federal, state, and/or local sources. Funding for construction of additional incremental improvements proposed in Alternatives 3 (i.e., Express Lane and toll support facilities) would be funded from public private partnership, state/federal dollars, bonds, and/or TIFIA loan.

Subsequent to publication of the Draft EIR/EIS, OCTA completed a financial analysis of Measure M2 revenues. Table 1-9 in the Final EIR/EIS has been revised, as shown in Table R1-10, to include the results of that analysis, which indicates that the \$1.3 billion cost of Alternative 1 would be fully funded by Measure M2. The table indicates that the additional costs associated with Alternatives 2 and 3 would be funded from other sources.

Table R1-10: Proposed Funding and Shortfall

Alternative	Full Cost¹ (billion \$)	Measure M2 Revenue (billion \$)	Funding Shortfall (million \$)	Needed Innovative Financing² Phase 2 (million \$)
1	\$1.3	\$1.3	\$0	\$0
2	\$1.4	\$1.3	\$100	\$0

3	\$1.7	\$1.3	\$394-\$589 ³	\$358-\$589 ³
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¹ 2014 costs include program management, public awareness & outreach, and environmental process.

² Innovative financing could be addressed with state or federal funds, TIFIA loan and equity from a public - public or public-private partnership.

³ The differing amounts noted are dependent on amounts necessary to avoid impacting properties twice and avoiding throw-away costs.

Common Response – Comparison of Tolled Express Lane Operation of SR-91 to I-405

Several commenters asked about the comparison of operations of the existing tolled Express Lanes on SR-91 with what is proposed on I-405. As described in the Final EIR/EIS, the operations would be similar in some respects and different in others. Operation of the facilities is similar in that:

- Express Lane facilities with two lanes in each direction are provided in the median of the freeway;
- Access to the Express Lanes in both facilities is controlled and divided from the GP lanes with striping and pavement delineators;
- Both Express Lane facilities are tolled to limit the number of vehicles in the lanes to a target volume that limits the potential for congestion and speed reductions in the Express Lanes;
- Tolls are determined using methods under which tolls vary, with tolls adjusted periodically based on traffic levels, although the adjustments on SR-91 are according to a predetermined published schedule and the adjustments proposed on I-405 would be in real time in response to minute-by-minute fluctuations in traffic volumes;
- HOVs meeting occupancy criteria that may change from time to time and other specified vehicles, such as zero emission vehicles, motorcycles, vehicles with disabled license plates, and disabled veterans, enjoy a free or reduced toll;
- The Express Lanes would be available for carpools, California Highway Patrol (CHP) vehicles, Caltrans vehicles, emergency vehicles (e.g. police, fire, and ambulance), vanpools, and buses at no cost.
- Tolls would only be collected electronically, and all Express Lane users must have and use a valid transponder (e.g., FasTrak) regardless of whether they enjoy toll-free use of the Express Lanes;
- Vehicle occupancy checks of HOVs by CHP officers in the field would be used to apprehend violators claiming but not entitled to reduced tolls for HOVs;
- Service Patrol would be provided between the hours of 5:00 a.m. and 9:00 p.m. Between 9:00 p.m. and 5:00 a.m., motorists would rely on commercially available roadside service providers. The service patrol would be available to assist motorists with a disabled vehicle,

move disabled vehicles out of Express Lanes onto the shoulder, and assist CHP in removing vehicles from the Express Lanes following a collision; and

- The Toll Operations Office would administer the tolling operation. The Toll Operations Office would determine the toll amounts and display them on variable message signs near the ingress points to the Express Lanes. Among the principal duties of the Toll Operations Office would be distribution of transponders to motorists, establishing and maintaining toll accounts for Express Lane users receiving transponders, charging toll accounts based on transponder readings along the Express Lanes, and providing periodic account statements to account holders. The Toll Operations Office would also be responsible for using the digital images collected at toll gantries of vehicles not utilizing a transponder to identify vehicle owners to be sent a toll violation notice, along with a bill for the unpaid toll and toll violation penalty.

Operation of the I-405 and SR-91 Express Lane facilities would be dissimilar in that:

- Intermediate access would be provided on the I-405 facility, whereas no intermediate access is provided between the terminal points of the SR-91 Express Lanes at SR-55 and the Orange/Riverside county line;
- The HOV policy currently in force on SR-91, which can change if revenues exceed a specified threshold, provides free passage to carpools of three or more occupants during all but the most congested hours when carpools of three or more are charged half of the toll for single-occupant vehicles, whereas the policy currently proposed for the I-405 Express Lanes is to operate with a HOV2+ occupancy free to encourage rideshare and transit usage. Caltrans may implement operational adjustments to managed lanes based on corridor demand, rates of speed, transit operational improvements and overall congestion levels and to meet financial covenants, maintenance and operational obligations. Operational revisions include, but are not limited to:
 - adjusting to HOV3+ free with HOV2s discounted tolls
 - adjusting to HOV3+ free with HOV2s full tolls
 - adjusting to tolling HOV2s on specific segments such as direct connectors to or from other freeways
 - periodic adjustments of tolling rates to maintain operations on individual tolling segment
- The maximum target volume per lane on the SR-91 Express Lanes is 1,564, whereas on I-405 it is proposed to be 1,700; and

- Motorists on SR-91 claiming free or reduced toll status as HOVs are required to use a special lane at the toll plaza, whereas those claiming free HOV status on I-405 would be required to use a transponder with a manual switch that would “self-identify” the vehicle occupancy.

Common Response – Substantiation of Reported Corridor Travel Times for Build Alternatives

Several commenters asked about verification of the reported corridor travel times for the build alternatives.

Table 3.1.6-7 in the Draft EIR/EIS shows the corridor travel times. The data for the existing condition are based on field surveys. The data for the 2040 conditions are based on forecast speeds derived from the relationship between corridor demand volume (as shown in the Draft EIR/EIS in Figures 3.1.6-9 through 3.1.6-12) and corridor capacity of each build alternative. For a given roadway capacity, speeds fall as demand increases; a number of statistically defined curves model the relationship among roadway capacity, traffic volume or demand, and speeds. A study was conducted to determine the curve that best fits the I-405 study corridor. The study findings and the relationship among roadway capacity, traffic volume or demand, and speeds are presented in Appendix A1 of the *Traffic Study Report: San Diego Freeway (I-405) Improvement Project SR-73 to I-605* (May 2011). That study provides a graph showing speed for the ratio between the forecast traffic demand volume and traffic capacity on I-405. The graph, in conjunction with the forecast traffic volumes and the traffic capacity under the alternatives, was used to forecast speeds for each of the alternatives. Forecast speeds were then converted to travel time.

With respect to travel time in the Express Lanes of Alternative 3, the traffic volume in those lanes will be controlled through adjustment of the toll to a target volume that would minimize congestion and maintain high-speed travel in the lanes, as explained in the Draft EIR/EIS on page 2-20. By comparison, traffic volume in the GP and HOV lanes in Alternatives 1 and 2 would not be controlled in any way, and heavy congestion and slow speeds are anticipated during peak hours.

Common Response – Insufficient Environmental Document/Mitigation Measures

The proposed project is subject to federal, as well as State, environmental review requirements. Caltrans, as assigned by FHWA, has prepared this joint EIR/EIS in compliance with both CEQA and NEPA. Caltrans is the Lead Agency for compliance with CEQA and NEPA. The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being or has been carried out by Caltrans under its assumption of responsibility pursuant to 23 United States Code (U.S.C.) 327. OCTA is the local agency sponsor and a Participating Agency under CEQA and NEPA; the United States Army Corps of Engineers

(USACE) is a Cooperating Agency under NEPA. Prior to certification of the Final EIR/EIS, Caltrans, as the lead agency, must certify that the Final EIR/EIS has been completed in conformance with NEPA and CEQA and adequately discloses the environmental effects of the proposed project, and that the decision-making bodies independently reviewed and considered the information contained in the Final EIR/EIS prior to taking action on the project.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or some lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) *as a whole* has the potential to “significantly affect the quality of the human environment.” The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated, and no judgment of its individual significance is deemed important for the text. Avoidance and minimization measures for each resource are provided throughout Chapter 3 of the Draft EIR/EIS.

CEQA, on the other hand, does require Caltrans to identify each “significant effect on the environment” resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list many mandatory findings of significance that also require preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. In the Draft EIR/EIS, Chapter 4, California Environmental Quality Act (CEQA) Evaluation, discusses the effects of this project and CEQA significance.

Technical studies were prepared in the environmental areas including but not limited to air quality, noise, traffic, hazardous waste, water quality, floodplain/hydraulics, biological resources, cultural and paleontological resources, geotechnical resources, community, visual, and right of way impacts. These studies supported the detailed analysis of every possible potential impact of the project and the conclusions were presented in the Draft EIR/EIS which was circulated for public review. Public hearings were conducted and comments were solicited. In response to public comments regarding traffic impacts, a Supplemental Draft EIR/EIS was prepared, circulated for public review, and public comments were solicited as a result of a public hearing and a public review. Responses have been written for all substantive environmental comments and are included in the Final EIR/EIS.

Mitigation measures for all significant environmental effects have been included in Section 4.2.3, Significant Environmental Effects of the Proposed Project, of the Draft EIR/EIS. With incorporation of these mitigation measures, impacts identified in Section 4.2.3 would be less than significant. Mitigation measures for all unavoidable significant environmental effects have been included in Section 4.2.5, Unavoidable Significant Environmental Effects, of the Draft EIR/EIS. Even with incorporation of these mitigation measures, impacts identified in Section 4.2.5 would remain significant. All CEQA mitigation measures for significant and unavoidable significant environmental impacts are listed in Section 4.2.8, Mitigation Measures for Significant Impacts under CEQA, of the Draft EIR/EIS.

Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, Gateway City Council of Governments, and the City of Long Beach

Some commenters have expressed concern with the amount of coordination between Caltrans, OCTA, Los Angeles Metro, Gateway Cities Council of Governments (COG), and the City of Long Beach regarding the proposed project and projects in Los Angeles County.

Coordination occurs regularly between the agencies listed above regarding projects that cross county lines. In 2008, OCTA and Los Angeles Metro collaborated with the Caltrans districts regarding the “Intercounty Transportation Study,” which included evaluation of necessary transportation and service infrastructure improvements. The study concluded in 2009, but ongoing coordination continues.

The majority of the I-405 project improvements will occur in Orange County, with some minor improvements (i.e., striping, signage) within Los Angeles County. As part of the Draft EIR/EIS, Caltrans District 12 and OCTA involved public agencies that would be affected by the proposed project, including Los Angeles Metro, Caltrans District 7, COG, and the City of Long Beach.

Coordination efforts with the City of Long Beach, Los Angeles Metro, and COG included the following:

Coordination with the City of Long Beach

The City of Long Beach Public Works staff participated in a meeting at the early stage of design for the I-405 Improvement Project in June 2009. In fall 2009, an invitation to be a participating agency was sent to the City of Long Beach, and no response was provided. OCTA sent the City of Long Beach a courtesy invitation in August 2011 to again be a participating agency, which the City accepted that same month.

City Public Works staff participated in the scoping meeting held in Rossmoor and provided comments. Long Beach City Council Member Patrick O'Donnell's staff attended the Westminster scoping meeting on September 30, 2009. Long Beach City Council Member Gerrie Schipske's staff attended the OCTA Policy Working Group (PWG) meetings in December 2010 and October 2011.

In October 2011, OCTA contacted the City of Long Beach Public Works Department to update them on the project status and offered a presentation to City Council. Two dates were set in January and February 2012 for City Council presentations; both meetings were cancelled by the City. OCTA, the Long Beach City Traffic Engineer, and other Public Works staff met on April 5, 2012, to discuss the project. In May and June 2012, OCTA offered to participate in a public meeting in Council Member Patrick O'Donnell's district; however, a meeting was not scheduled. Council staff attended the public hearing in Rossmoor during the Draft EIR/EIS public circulation. OCTA provided a presentation at the "Chat with Pat" meeting held at the Los Altos Library on August 1, 2012 and attended a subsequent "Chat" on June 5, 2013, following attendance at a meeting hosted by Long Beach City Council Member Schipske on June 3.

On April 15 and August 15, 2014, OCTA staff met with City of Long Beach staff to provide a project update.

Meetings with the COG

OCTA has participated with the COG on the "Congestion Hot Spots for the SR-91/I-605/I-405 Corridor Study" since June 2011. On February 1, 2012, OCTA staff made a presentation to the COG Transportation Committee, which is made up of elected officials from Long Beach, South Gate, Cerritos, Paramount, and Norwalk. In that presentation, OCTA highlighted lane transitions at the Orange/Los Angeles county line. OCTA was asked if they were coordinating with Los Angeles Metro and the City of Long Beach, which had been occurring. Another presentation on I-405 was given on February 22, 2012, to the COG, and an additional I-405 presentation was given on March 27, 2012, to the COG Technical Advisory Committee (TAC). Both the City of Long Beach and Los Angeles Metro were in attendance.

Meetings with Los Angeles Metro

OCTA provided a presentation to the OC Metro Gateway Cities Service Council on July 12, 2012. On August 17, 2012, Deputy OCTA CEO, Darrell Johnson, met with Los Angeles Metro Executive Staff. OCTA staff met with Metro staff on July 19, 2013, for a project briefing.

Other Meetings

OCTA met with the technical staff of the City of Long Beach, Caltrans Districts 7 and 12, and the COG on August 27, 2012, to discuss technical aspects of the I-405 Improvement Project. An ad hoc Technical Working Group was formed that has met on several subsequent occasions to

address coordination of plans for transportation improvements at and across the county line, and to address comments received from both the City of Long Beach and the COG regarding expansion of the traffic study to include portions of the City of Long Beach. Those meetings were partially responsible for the preparation of a Supplemental Traffic Study containing analysis of traffic in portions of the City of Long Beach. The ad hoc group continued meeting through September 18, 2013, to address topics related to the I-405 Improvement Project, as well as other topics affecting transportation across and at the county line.

OCTA's former CEO, Will Kempton, and the OCTA Board Chair met with the Gateway leadership, Los Angeles Metro Chair, and Los Angeles Metro CEO, Art Leahy, to continue the discussion regarding resolving issues at the county boundaries.

A meeting was held on August 29, 2012, including OCTA, Los Angeles County Supervisor Don Knabe, and representatives of both the COG and the City of Long Beach.

Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property

Some commenters have expressed concerns about impacts to residential properties in the College Park East neighborhood of Seal Beach and suggest shifting improvements away from residential properties and onto NAVWPNSTA Seal Beach property.

The priority of the design team was to minimize the residential impacts, including ROW. OCTA, Caltrans, and FHWA have worked extensively with the Navy to move I-405 toward and into the Navy property to avoid impacting the residential areas on the northbound side of I-405.

The NAVWPNSTA Seal Beach maintains and transports explosives. A protective area around areas with explosive potential is provided to protect military personnel and the public. The areas inside the Base's outer security fence and immediately south of the existing I-405 ROW are part of that protective area and may not be used for a roadway without major impacts to public safety and/or Base facilities. The proposed alternatives utilize the ROW up to the Base's security fence, including existing areas that are not paved.

The proposed alternatives use all available ROW on the south side of I-405 abutting the Base without sacrificing the safety of the public or Navy personnel. OCTA, Caltrans, and FHWA have held meetings with representatives of NAVWPNSTA Seal Beach and confirmed that freeway expansion onto their property would require extensive military review and potential legislative action. OCTA, Caltrans, and FHWA were advised during the discussions that the conditions under which a freeway encroachment onto the Base would be allowed would be extremely costly, would delay the project schedule, and would likely not be approved.

Common Response – Traffic Flow at the Orange County/Los Angeles County Line

Several comments were received regarding preparation of the traffic analysis. Some commenters have expressed a general belief that the proposed project would disrupt the traffic flow at the Orange and Los Angeles county line, create a bottleneck, increase noise, and increase air pollution and associated health risks. These concerns were analyzed and reported in the Draft EIR/EIS.

Bottleneck

Several comments indicated that the additional northbound lanes provided by the build alternatives along I-405 approaching the SR-22/7th Street/I-605 interchange, coupled with no increase in lanes on I-405 in Los Angeles County, would create a bottleneck as the additional lanes are terminated.

Currently, there are 7 lanes (1 HOV and 6 GP) on northbound I-405 as it approaches the SR-22/7th Street/I-605 interchange near the Los Angeles county line. Under the no-build condition, there will be 8 lanes (2 HOV and 6 GP) on northbound I-405 as it approaches the SR-22/7th Street/I-605 interchange when the current construction of the West County Connectors (WCC) project along SR-22, I-405, and I-605 is complete. Under Alternatives 1 and 3, there will be 9 lanes (2 HOV or Express plus 7 GP) on northbound I-405 as it approaches the SR-22/7th Street/I-605 interchange. Under Alternative 2, there will be 10 lanes (2 HOV and 8 GP) on northbound I-405 as it approaches the SR-22/7th Street/I-605 interchange. Among the proposed alternatives, Alternative 2 has the most lanes (10) on northbound I-405 as it approaches the SR-22/7th Street/I-605 interchange.

As part of the WCC project, there will be 10 lanes departing from I-405 at the SR-22/7th Street/I-605 interchange and going into Los Angeles County in the northbound and westbound directions. The 10 lanes departing I-405 at the SR-22/7th Street/I-605 interchange and going into Los Angeles County in the northbound and westbound directions include 2 GP lanes departing to westbound SR-22/7th Street, 2 GP and 1 HOV lane departing to northbound I-605, and 4 GP and 1 HOV lane departing to I-405 northbound. These 10 departing lanes in the northbound and westbound directions match the 10 approaching lanes under Alternative 2 and provide 1 more departing lane than approaching lane under Alternatives 1 and 3.

In short, under any of the proposed build alternatives, there are at least as many lanes carrying traffic into Los Angeles County from northbound I-405 at the SR-22/7th Street/I-605 interchange as would be approaching that interchange on I-405. Under Alternatives 1 and 3, there would be one more lane carrying traffic into Los Angeles County from northbound I-405 than there would be on I-405 approaching the SR-22/7th Street/I-605 interchange. Under Alternative 2, there would be the same number of lanes carrying traffic into Los Angeles County from northbound I-405 as there would be on I-405 approaching the SR-22/7th Street/I-605 interchange.

Traffic

Table 2.3.1 of the Traffic Study shows the traffic volume, volume-to-capacity (V/C) ratio, vehicle density, and LOS during the AM and PM peak hours in each direction for each mainline freeway link along I-405 within the project area. These links include the northbound links of I-405 as they approach the SR-22/7th Street/I-605 interchange near the Los Angeles county line. These links are from Bolsa Chica Road/Valley View Street (where westbound SR-22 merges into I-405 northbound) to Seal Beach Boulevard, from Seal Beach Boulevard to I-605, and from I-605 to the San Gabriel River. The data are provided separately for the GP and HOV or Express Lanes.

Tables 2.4.1 and 2.4.2 of the Traffic Study show the same data for the No Build Alternative in 2020 and 2040, respectively. Tables 2.5.1 and 2.5.2 of the Traffic Study show the same data for Alternative 1 in 2020 and 2040, respectively. Tables 2.6.1 and 2.6.2 of the Traffic Study show the same data for Alternative 2 in 2020 and 2040, respectively. Tables 2.7.1 and 2.7.2 of the Traffic Study show the same data for Alternative 3 in 2020 and 2040, respectively.

The tables show that, for the existing (2009) condition, the northbound GP lane links approaching the SR-22/7th Street/I-605 interchange near the Los Angeles county line operate at LOS F during peak hours, except the link from the I-605 diverge to the San Gabriel River that operates at LOS C during the PM peak hour. Under the No Build Alternative and all of the proposed build alternatives in 2020 and 2040, these northbound GP lane links approaching the SR-22/7th Street/I-605 interchange near the Los Angeles County line are anticipated to operate at LOS F.

The tables also show that, for the existing condition, the northbound HOV lane links approaching the SR-22/7th Street/I-605 interchange near the Los Angeles county line operate between LOS C and F during peak hours depending on the link and time of day. Under the No Build Alternative and Alternative 1 in 2020 and 2040, these northbound HOV lane links approaching the SR-22/7th Street/I-605 interchange near the Los Angeles county line are anticipated to operate at LOS F. Under Alternative 2 in 2020, these northbound HOV lane links are anticipated to operate at LOS D. Based on a comparison of demand-volume-to-capacity (d/c) Alternative 2 ratios in the HOV lanes for 2020 and 2040, deterioration to LOS F (i.e., d/c greater than 1.00) is anticipated by 2026 in the HOV lanes under Alternative 2. Under Alternative 3, the Express Lanes would be managed to operate at LOS D in both 2020 and 2040.

D/C ratios in the GP lanes exceed 1.00 under all future conditions along all links, indicating that heavy congestion will occur regardless of alternative (see Table R1-11). In general, the d/c ratios drop in the GP lanes as the number of GP lanes increases. More congestion will be reduced with the increase in number of lanes. D/C ratios between Seal Beach Boulevard and I-605, where the additional lanes terminate, are highest under the No Build Alternative. All of the build

alternatives show d/c ratios lower than the No Build Alternative for both 2020 and 2040, indicating some improvements in traffic flow under the build alternatives.

**Table R1-11: General Purpose Lane Demand-Volume-to-Capacity Ratios
Anticipated on I-405 Northbound Approaching the SR-22/7th Street/I-605 Interchange
near the Los Angeles County Line**

	2020		2040	
	AM	PM	AM	PM
No Build Alternative				
Bolsa Chica/Valley View/SR-22 Westbound Merge to Seal Beach Boulevard	1.30	1.30	1.50	1.52
Seal Beach Boulevard to I-605	1.31	1.29	1.51	1.51
I-605 to San Gabriel River	1.29	1.07	1.50	1.20
Alternative 1				
Bolsa Chica/Valley View/SR-22 Westbound Merge to Seal Beach Boulevard	1.14	1.14	1.32	1.33
Seal Beach Boulevard to I-605	1.14	1.13	1.32	1.33
I-605 to San Gabriel River*	1.29	1.07	1.50	1.20
Alternative 2				
Bolsa Chica/Valley View/SR-22 Westbound Merge to Seal Beach Boulevard	1.03	1.03	1.19	1.20
Seal Beach Boulevard to I-605	1.03	1.02	1.19	1.19
I-605 to San Gabriel River*	1.29	1.07	1.50	1.20
Alternative 3				
Bolsa Chica/Valley View/SR-22 Westbound Merge to Seal Beach Boulevard	1.18	1.18	1.41	1.43
Seal Beach Boulevard to I-605	1.19	1.18	1.42	1.42
I-605 to San Gabriel River	1.29	1.07	1.50	1.20

*Data from No Build Alternative, which has the same volume and geometry.

Source: Traffic Study Tables 2.4.1, 2.4.2, 2.5.1, 2.5.2, 2.6.1, 2.6.2, 2.7.1, and 2.7.2.

Since all of the d/c ratios are in excess of 1.00, improvement in traffic flow would be reflected principally in reduction of the duration of the peak period of congestion. A comparison of the d/c ratios of the build alternatives with the No Build Alternative for the link from Seal Beach Boulevard to I-605 indicates that the build alternatives would reduce the duration of congestion by 6 to 21 percent depending on the build alternative, year, and time of day, as shown in Table R1-12. The link from Seal Beach Boulevard to I-605 is used for this analysis because it is the link at the north end of which all additional new lanes have been terminated.

Table R1-12: Reduction in Duration* of Peak-Period Congestion

	2020		2040	
	AM	PM	AM	PM
No Build Alternative				
Seal Beach Boulevard to I-605 d/c Ratio	1.31	1.29	1.51	1.51
Alternative 1				
Seal Beach Boulevard to I-605 d/c Ratio	1.14	1.13	1.32	1.33
Reduction in Duration of Peak-Period Congestion	13%	12%	13%	12%
Alternative 2				
Seal Beach Boulevard to I-605 d/c Ratio	1.03	1.02	1.19	1.19
Reduction in Duration of Peak-Period Congestion	21%	21%	21%	21%
Alternative 3				
Seal Beach Boulevard to I-605 d/c Ratio	1.19	1.18	1.42	1.42
Reduction in Duration of Peak-Period Congestion	9%	9%	6%	6%

*The reduction in duration under a build alternative is calculated by dividing the build alternative d/c ratio by the No Build Alternative d/c ratio and subtracting the resulting quotient from 1.00.

Source: Parsons.

Noise

Noise was evaluated and covered in Section 3.2.7, Noise, and Appendix N, Noise Information, of the Draft EIR/EIS. The noise evaluation and analysis use the traffic conditions described above under the “Traffic” section of this Common Response, as well as the other traffic data contained in the Traffic Study.

Air Quality

Air quality was evaluated and covered in Section 3.2.6, Air Quality, and Appendix J, Air Quality, of the Draft EIR/EIS. The air quality evaluation and analysis uses the traffic conditions described above under the “Traffic” section of this Common Response, as well as the other traffic data contained in the Traffic Study. Air quality is anticipated to be better under any of the build alternatives than under the No Build Alternative. The information on air quality contained in the Draft EIR/EIS summarizes more extensive information and air quality analysis results presented in the Air Quality Report – San Diego Freeway (I-405) Improvement Project SR-73 to I-605 dated June 2011. See also Common Response – Air Quality.

For information regarding potential health risks, see Common Response – Health Risks.

Widening of I-405 in Los Angeles County

The proposed project does not include any widening of I-405 within Los Angeles County. Project improvements within Los Angeles County are limited to signing and striping for

Alternative 3 only. The 2012 RTP includes Express/Managed Lanes on I-405 north of Orange County, which would presumably entail widening I-405 north of the Orange County/Los Angeles county line in both directions. The Express/Managed Lanes on I-405 north of the Orange/Los Angeles county line is in the portion of the RTP that is unfunded. In November 2013, the Gateway Cities COG released a plan entitled SR-91/I-605/I-405 Congestion Hot Spots, which proposes alternatives that would add lanes in both directions on I-405 north of the Orange County/Los Angeles county line. The project is not funded, and the next step in the project development process would be preparation of a Project Study Report, which would identify the funding necessary for the project. The timing of the Project Study Report and the funding of a project is not certain. In addition, Metro is currently studying provision of Express/Managed Lanes on I-405 from I-605 to LAX. In June 2014, Metro issued a report entitled “Metro Express Lanes – Metro I-405 Freeway (OC Line to LAX) HOV to HOT Conversion Feasibility Study Final Preliminary Concept of Operations. That report recommends a HOT lane connection from the I-405 Express Lanes, if implemented, to LAX that would utilize the HOV lanes on I-605 and I-105. The report considered and rejected providing HOT lane linkage from Orange County to LAX along I-405. There is currently no funding for the recommended alternative along I-605 and I-105.

Common Response – Elimination of Light-Rail Transit (LRT) and Bus Rapid (BRT) Transit Alternatives

Alternatives with LRT and BRT are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. LRT was considered in four such alternatives, and BRT was considered in two such alternatives. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS. BRT and LRT in the project corridor would not be feasible or reasonable without extensions and connections north and south of the project limits. For LRT or BRT projects to be successful, extensions to the north into Los Angeles County and to the south at least as far as John Wayne Airport would be essential. The proper means to plan and implement such projects would be through the regional transportation planning process, which does not currently include consideration of such facilities in either the RTP or the FTIP, nor are any such facilities included in the Orange County Long Range Transportation Plan. Section 2.2.7 of the Draft EIR/EIS explains each of the alternatives with BRT and LRT components and why the alternative was eliminated.

Consideration was also given to the provision of other transit options in the project corridor. These options are also included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. None of these options was deemed by the Project Development Team (PDT) as appropriate to meet the needs of the corridor for the reasons cited in Section 2.2.7 of the Draft EIR/EIS.

Common Response – Induced Demand

Section 3.1.2, Growth, of the Draft EIR/EIS covers induced growth. Anticipated growth in the region is reflected in the forecast traffic demand based on the Orange County Transportation Analysis Model (OCTAM) use of forecasts to 2035 of population and employment data identified on page 3.1.2-1 of the Draft EIR/EIS. On page 3.1.2-9 of the Draft EIR/EIS, the conclusion is stated that “the proposed project would have no substantial potential for stimulating the location, rate, timing, or amount of growth locally or regionally.” In part, this is because communities within the study area are almost entirely built out or contain few large, undeveloped parcels where land development would be encouraged by the additional access provided by the proposed project. It is not anticipated that the proposed alternatives would induce substantial traffic.

The increase in VMT for the build alternatives shown in Table 3.1.6-3 of the Draft EIR/EIS is a result of a combination of factors, including redevelopment and infill development within the corridor, new development outside the corridor, increasing VMT per person, and reduction in diversion away from I-405 due to increased capacity of the alternatives compared to the no-build condition. Additional traffic is expected to shift from the arterial system onto I-405 during other off-peak hours of the day due to the reduced congestion resulting from the combination of the lower demand during off-peak hours and the added capacity provided under the build alternatives.